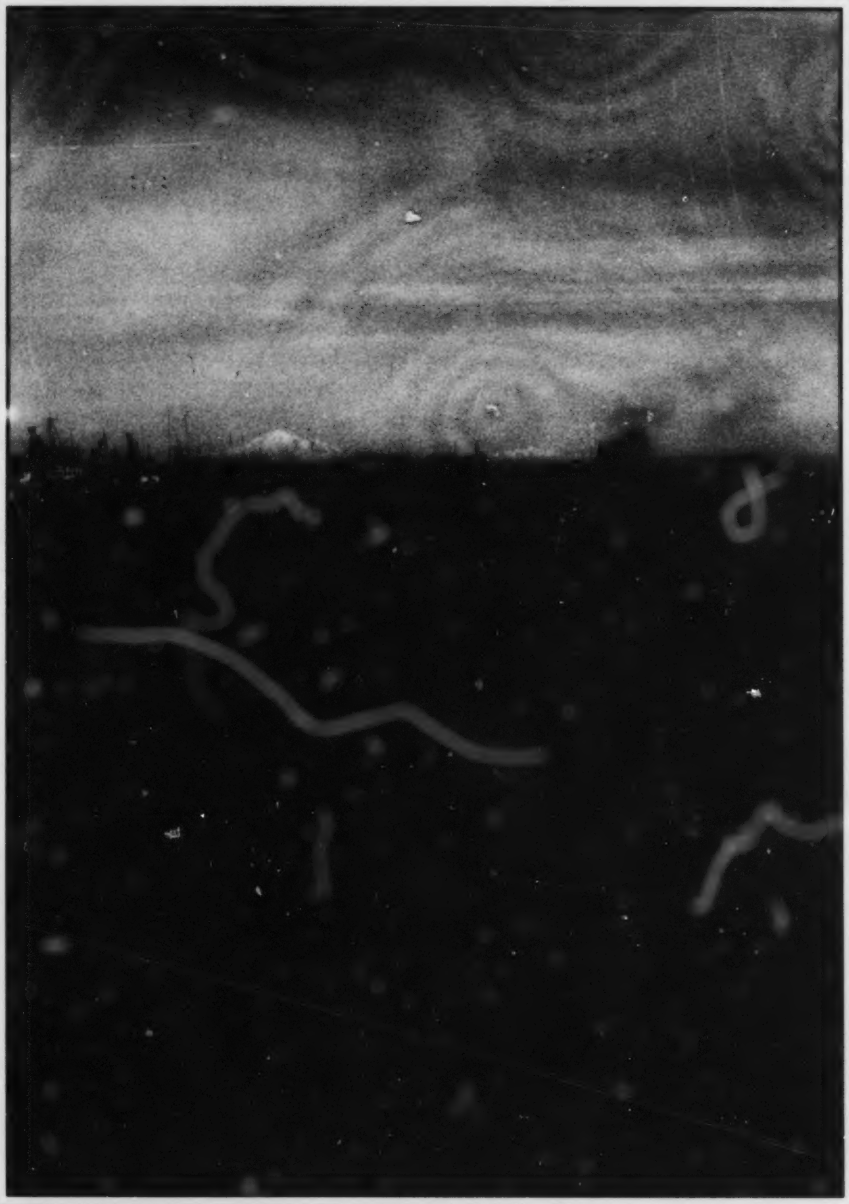
Fraser River Estuary
Management Program



PROPOSED RECREATION PLAN

FRASER RIVER ESTUARY

RECREATION
ACTIVITY WORK
GROUP

APRIL
1990

Government of Canada   Gouvernement du Canada

Province of British Columbia

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FRASER RIVER ESTUARY MANAGEMENT PROGRAM

PROPOSED
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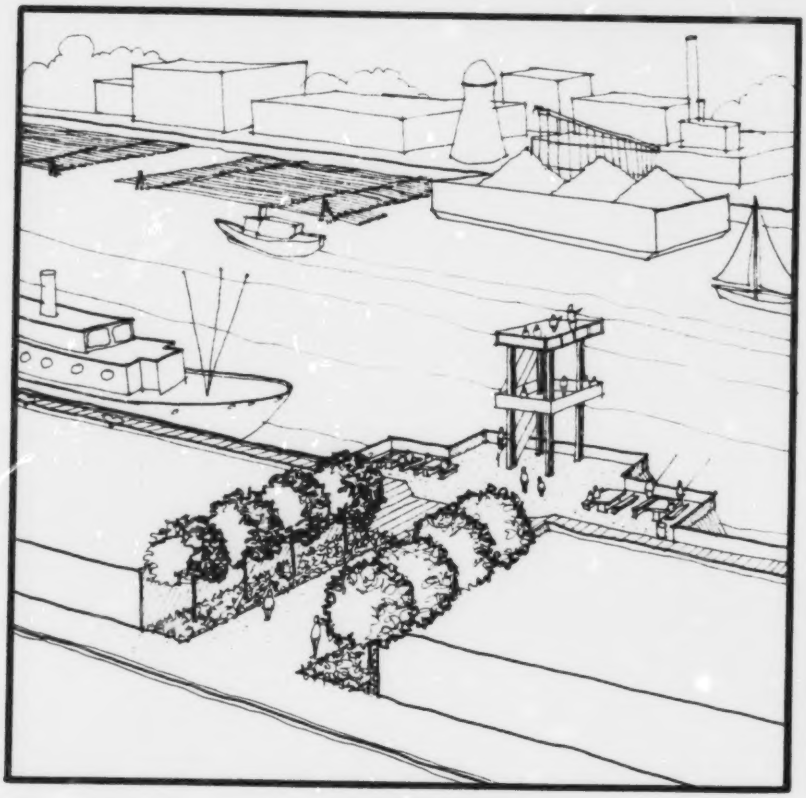

Report of the
Recreation Activity Work Group
Fraser River Estuary Management Program

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Acknowledgements

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FRASER RIVER ESTUARY MANAGEMENT PROGRAM
RECREATION ACTIVITY WORK GROUP

PROPOSED RECREATION PLAN

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FRASER RIVER ESTUARY MANAGEMENT PROGRAM
PROPOSED RECREATION PLAN

This plan describes existing facilities and future action plans for sixteen recreation units within the FREMP management area. In addition it outlines principles for recreation along the Fraser River and recommends actions required to bring the plan to fruition.

The Lower Mainland of British Columbia provides a home for one and three-quarter million persons and this large population base combined with a burgeoning tourist industry has imposed new recreational demands on the Estuary.

The objectives of this Recreation Plan are to:

1. Provide an integrated system of Parks, Linear Units (trails and water pathways) and street ends that give frequent and substantial access and views to the Fraser River.
2. To reduce potential conflicts between recreational users and other river users by designing a multiple use approach to recreational development.
3. To create a management model for the integrated recreation system (including existing and potential recreational sites) so the recreation plan can be achieved by the many separate jurisdictions.
4. To devise a recreation system and management structure that facilitates public communication, debate and modifications.

The success and implementation of the Proposed Recreation Plan will depend upon cooperation and understanding of Municipalities, Regional Districts, Senior Governments, Industry, and the public. A Discussion Paper was produced in April 1988, followed by a Draft Recreation Plan in September 1988. At that time the plan was reviewed and supported by a number of public interest groups including the Fraser River Coalition, British Columbia Wildlife Federation and the Federation of British Columbia Naturalists. These were the first steps in the participatory process, which has continued. This Proposed Recreation Plan will be presented to Municipalities, Regional Districts, Industry, senior governments, and the public for further refinement and action.

The lower Fraser River and its shoreline and foreshore represent a major and sometimes unique recreation and educational asset for the bordering municipalities and visitors to the region. It is the most important river and estuary in British Columbia. It is central and accessible to major populations and contains sensitive wildlife habitat and landscapes. Next to conservation, recreation is the most environmentally compatible activity on the River and provides a wide range of opportunities not found elsewhere in the region. Frequently, the river and its associated marshes and tidal lands are the only waterfront for residential communities. Several forms of river-oriented recreation and outdoor experience are either not available or are inadequate in the region's other recreational landscapes. Even with limitations due to turbidity, local pollution and obstacles to access, the River's visual and physical recreation capacity is an attribute that few other regions can claim. It is expressed in sites which range from small access points to major stretches of river and foreshore sometimes backed by substantial uplands, many of which are now receiving widespread and heavy recreational use.

Fraser River recreational potential is under-utilized and many past opportunities and sites can be reclaimed, making it even more important that effective programs be established to secure recreation as a primary or complementary use to other shoreline and foreshore activities.

The River and estuary should be recognized as a major open-space feature of our region and be accorded the same respect - for many economic and social reasons - as the mountain and marine perimeters of the region.

Fraser River Recreation Goals

The central goal for recreation on the Fraser is to maximize the variety, quality, scale, and accessibility of recreation opportunities preserved on water and shoreline areas, in both riverine and tidal frontages. Related goals include:

- preserving major recreation sites - both for solitude and for large group recreation. These will form the basis of Recreational Units. Sixteen such management units organize the recreational opportunities into practical, day-trip destinations.

- securing linear park opportunities including those associated with other shoreline and foreshore activities.

- providing access points at staging areas or landmark features

- educating through effective communication about the importance of the Fraser River resources, industries, recreational potential and habitat protection.

- evaluating opportunities for park sites whenever there is a change of land or river use.

- attaining water quality to support river-based recreation activities.

- providing opportunity for both new and traditional recreation which are compatible with natural areas and habitats.

Principles for the Fraser River Recreation Plan

A number of basic principles help set in perspective Fraser River recreation policy and philosophy for preparing of the recreation activity program. Examples are noted where recreation opportunities have been attained through use of these principles.

- **River and foreshore recreation must be an equal partner with conservation, housing, shipping and water-oriented industrial and transportation functions.** The Steveston waterfront in Richmond demonstrates the combination of recreational opportunities in development of Garry Point Municipal Park, the Linear Trails Plan, housing, shipping, a major fishing industry, the business core of Steveston, and heritage preservation.

- **High water quality standards throughout the riverfront and foreshore must be maintained and improved for wildlife and river-based recreation. Recreation must be environmentally sensitive and compatible to fisheries, wildlife habitat and other uses.** At Boundary Bay the foreshore was revitalized by removal of driftwood and natural regeneration has occurred to enhance fisheries and wildlife resources. The improved water quality has allowed return of fisheries and wildlife stock.

- **Recreation should be used to educate people to protect and conserve the Fraser River. Cooperation with industry can enhance the education component and benefit the community.** This is central to the concept of recreation units. Each unit will contribute its unique message to the overall FREMP theme. At Deas Island Regional Park a multi-agency display has been established with the cooperation of industry. It educates about the river and the industrial uses of the river.

- **Major shoreline and foreshore units for recreation and combined recreation/conservation purposes are required to effectively sustain substantial wildlife populations and to maintain environmental and visual qualities.** The Coquitlam River Municipal Park is a good example of preservation of visual quality looking towards the Fraser while closely abutting a variety of industry on the upland. In addition, a Wildlife Management area on the east side of the Coquitlam River will protect environmental quality. All users will benefit from these adjoining management actions.

- **Linear parks and street-end access points should play an important role in preserving and securing recreation values.** In Burnaby the Fraser Foreshore Parks have successfully utilized linear parks and street ends to create public access to the river. Since this development, the recreation has greatly increased.

- **New utility rights-of-way, dykes, industrial and port development should be designed to retain or expand recreation opportunities currently available.** Fraser River Park in Vancouver retains and expands the recreational opportunities concurrent with industrial and housing development.

- **Revitalization and other changes to developed waterfront must accommodate recreation features and waterfront access.** New Westminster Quay and Esplanade are good examples of revitalization in combination with accommodation of recreation values.

- **A process should be developed to resolve conflicts between recreational groups and other users.**

Fraser River Recreation Plan Recommendations

It is recommended

- **That the FREMP Management Committee Executive adopt in principle the Fraser River Recreation Plan by:**
    1. approval of the "Principles"
    2. general consent to identification of the sixteen Recreation Units
    3. provide the plan to other Activity Groups for use in Area Designation negotiations

- **That municipal councils within the management boundaries endorse the Recreation Plan by:**
    1. giving approval in principle

       or

    2. directing that the concept be forwarded to appropriate staff for inclusion in Official Community Plans; and

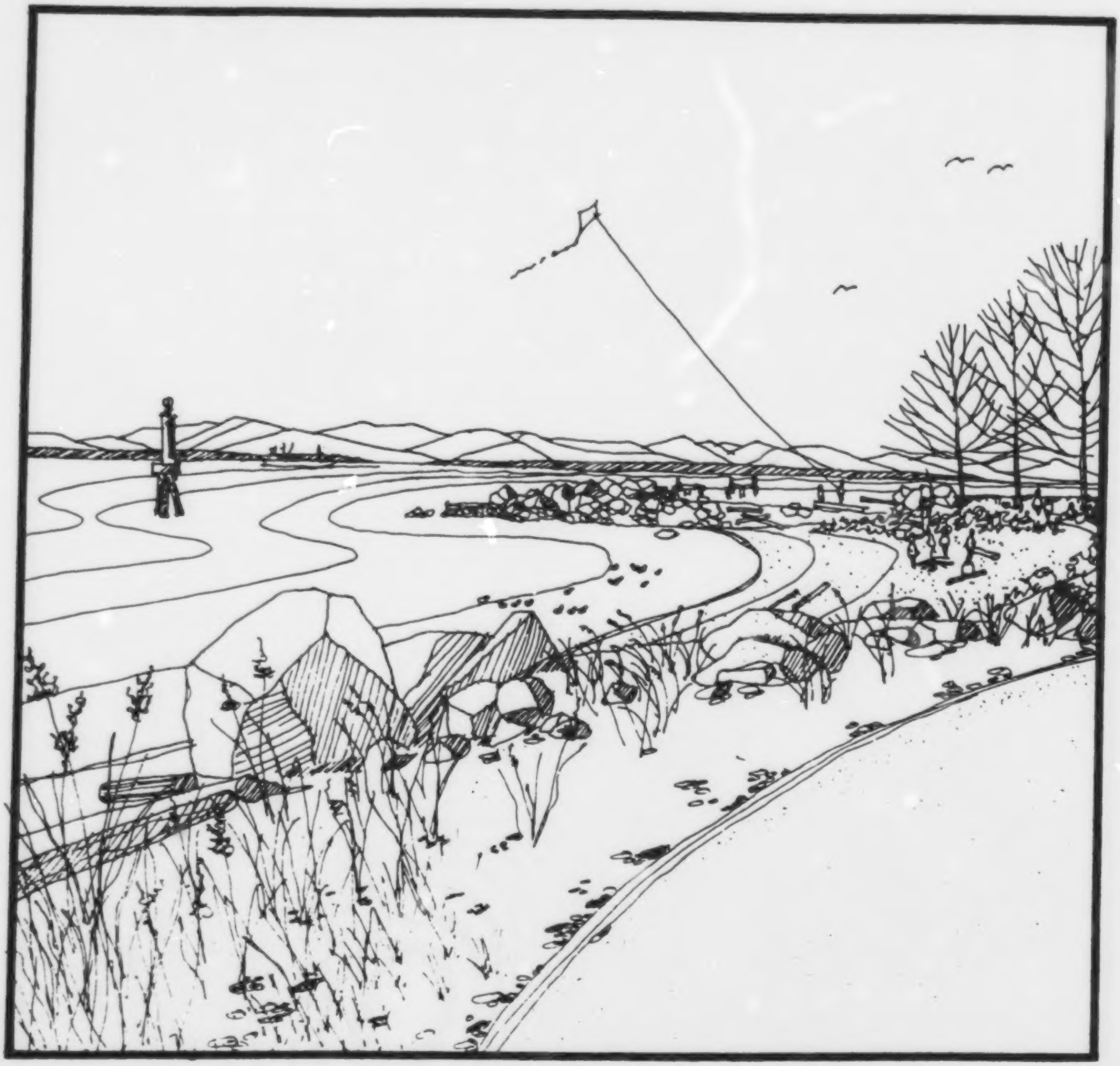
       or

    3. confirming those actions that it will be implementing

- **That a communication plan be completed by December 1991 which**

    1. identifies agencies and industries that would be involved in education opportunities which promote the FREMP objectives;
    2. Identifies sites along the river at which information and education projects should be placed;
    3. develops themes and conceptual designs for sites which show the greatest promise for implementation;
    4. provide a tool for communication with river-based industries and with the public for promotion of mutual understanding and recreation opportunities;
    5. utilizes experiences from 1990 and 1991 demonstration projects to plan effectively for the education component with each recreation unit.
    6. provides a guide for inclusion of FREMP and Recreation Plan principles within the interpretive component of each municipality's waterfront parks.

- **That the FREMP Executive Management Committee establish a means of providing for continued cooperation and collaboration with the various levels of government to implement the Recreation Plan.** It is recommended this could be accomplished through formation of a recreation sub-committee of the proposed land-use committee to be responsible for facilitating the specific action plans outlined in the Recreation Plan. There should be flexibility for change of these action plans which could be reviewed annually at full group meeting. The 3-4 individuals of this sub-committee should be prepared for a 4 to 5 years commitment, with quarterly progress meetings chaired by the FREMP Secretariat.



Recreation already exists along the Fraser River Estuary in many sites and many formats, however it is currently underdeveloped and under utilized potential.

The mountains, the marine shoreline and the Fraser River are among the most significant geographical and recreational features in the Lower Mainland. Although recreation has been extensively developed in both the mountain and marine areas, the potential of the Fraser River remains virtually untapped and much of the shoreline unprotected.

The Fraser River has many existing recreation sites and potential sites. Currently most of these lie within Municipal and Regional District jurisdictions. Provincial and Federal agencies, private industry, the general public and landowners along the river are also involved and concerned with recreation along the river. Recreation is defined in its broadest terms in this Plan. Recreation therefore includes tourism and heritage values, and formal and informal education activities.

This Plan is a creative proposal by the Recreation Activity Work Group, comprised of Municipal, Regional, Provincial and Federal representatives as well as citizens representing public interest groups. This Plan attempts to provide protection for Recreation Units, and development of Linear Recreation, Street End and Viewing Recreational Sites while supporting an integration of industry, housing, transportation, and conservation uses of the river. It addresses some of the concerns about integration of recreation; concerns about garbage, safety, and vandalism.

Historically the River was the primary mode of access and transportation for the developing urban areas. In order to move products it was essential for industry to locate on the shoreline. Today, because of alternative transportation methods and increased land pressure, realities dictate that the Fraser be developed as a multi-use resource, where a variety of uses are integrated into a combined management operation. The goal of the Fraser River Estuary Management Program (FREMP) is *"to provide the means for accommodating a growing population and economy, while maintaining the quality and productivity of the Fraser estuary's natural environment"*. The role of the Recreation Activity Work Group is to help fulfill this goal by producing a plan that expresses the importance of the River for recreation and establishes programs for realizing its potential.

Although the River as a resource is of major importance to both, parks and industry have not been thought of as compatible users. At many locations along the River there are stretches of the shoreline where either industry or parks dominates. Each divides the shoreline into segments, and are separated by fencing or other barriers.

The Recreation Activity Work Group proposes a creative program that integrates parkland recreation with other activities along the River to maximize the opportunities for public use of the resource. Provided there are enough significant protected parks and recreation sites along the River to form the backbone of the plan, a program for integration of industry, conservation and recreation can be undertaken. Many industries located on the River use it intensively, while others do not. Facilities operating on and using the River are often of interest to the observer, and opportunities exist to explain these uses through interpretive signing. Learning can be fun, learning can occur as part of recreation, enhancing the recreational opportunity.

The proposed recreation plan has four main components:

- It introduces the concept of 'Recreation Units' and 'Linear Units' which collectively capture and link most recreation sites on the River.
- It describes the minimum facilities required for recreation 'staging areas' within the Units.
- It suggests a Fraser Estuary wide signing program to identify all estuary recreation sites.
- It suggests policies that could be applied to future developments on the River to ensure integrated management of the resource.

Implementing the concept requires delegation of responsibility in each Recreation Unit to several levels of government and their various agencies, primarily using existing powers and legislation. These are outlined in the draft plan that follows. It is hoped that the existence of a Recreation Plan for the Fraser Estuary will eliminate ad hoc decision-making and encourage industry and the general public to participate in enabling a better waterfront for everyone.

This report has three parts, including maps and diagrams and Appendices with further information. Part I outlines the concept and vision for recreation action in the Estuary. Part II describes the Recreation Units and Part III the Linear Units are identified in the plan. Included with each Recreation Unit is the detail of how the concept might be implemented. Some units have very specific detail provided on funding and timing. The philosophy, goals and objectives of the Recreation Activity Work Group are outlined in the appendix, along with a summary of legal techniques which might be used to implement the plan.

PART I - CONCEPT

IMAGE OF THE RIVER AND RECREATION

The Fraser River has not won general public respect as a great river in the same sense as the Mississippi, the Thames, the Danube, and the Rhine. This perception should change as the shoreline undergoes a transition from predominantly industrial to one of a mixture of parks, natural area, residential areas and more modern commercial and industrial activities. A major objective of any recreation plan should be to emphasize the magnificence of the river, and maximize the opportunities to appreciate its beauty, energy and other assets. Where else can you view sea lions frolicking or note the passage of 10 million salmon, or the approach of a 200 m. long vessel carrying new vehicles from Japan? Where else can you canoe, bar fish, play in the sand, make pottery from the clay banks, visit heritage buildings during the same day?

One way to build positive perceptions of the Fraser River is to bring people to the waterfront at every available location so the explain the various functions that the River fulfills can be explained and enjoyed. It is essential that there be enough established parks and recreation sites to form the backbone of a recreation system. Where possible, there should be linear connections between these sites along with industry viewing sites, street end access and signage identifying the River's other uses.

At present this task is made difficult because public access and recreation in general is interrupted by distance and differing jurisdictions throughout the Estuary. A major challenge will be to unify the large number of vastly different and scattered sites into an organized system that uses the River's attributes effectively. The system should present practical opportunities for agencies to act independently and yet contribute to the whole system. It must provide meaningful experiences to Estuary visitors. How this might be done is the subject of the following report.

VISION AND CONCEPT

The vision and concept of this plan is based upon a definition of outdoor recreation encompassing a broad range of possible activities. This definition is borrowed from J. Peepre et. al. Recreational Activities Systems Planning Study (1988). Since most recreation demand studies indicate public desires desires for interpretation of landscape, wildlife, heritage and activities which influence daily life, these are included in the definition of outdoor recreation. The traditional meaning of outdoor recreation is intact, but the definition is broadened to include the needs of today's residents and visitors.

Points-of-interest, heritage sites, trails, views of the river, waterfowl staging, boating, watching tugs and other industrial activities along the river, and any other outdoor activity pursued during leisure time are important components of outdoor recreation. Education is also an important component, and the tourist or resident can be encouraged to experience the complete physical and working environment of the Fraser River. The modern recreationist seeks this stimulation and a regional recreation planning framework makes it more possible.

The basic concept proposed here is to develop a system of recreational destinations throughout the Estuary that will consist of a mixture of parks, trails and viewpoints, located alongside and amongst other River users. Where parks and trails intersect with other developments, there should be additional interpretive information about these activities. Habitat, log storage, industry, urban use and transportation are some of the activities that could be highlighted. *Public access to the waterfront and information about the other users at all possible locations is a key element of the proposal. The Fraser River offers tremendous opportunity for recreation, a large part of which is people watching the boats and factories at work.* In locations where access to the water is not possible due to another use occupying the shoreline, a suitable viewing area should be established on the boundary of the neighbouring use. At that location there is a wonderful opportunity to provide information about the river-dependent uses, such as log storage or saw mills, thus demonstrating the multi-use nature of the River. This positive public relations sharing of information could provide real benefits to the industries using the river. There should also be maps giving directions to nearby river access points.

Wherever signing is placed in the Estuary it should display a common symbol, such as the FREMP logo, to identify it as part of the network of Estuary recreation sites. The logo should appear in conjunction with, not in place of existing signage, and show that the particular park or recreation site is a part of a larger natural system, the Estuary itself. Common signing, plus the use of overall Estuary mapping should give a sense of unity to recreation along the shoreline, which today is a fragmented mixture of scattered large and small parks, fishing bars, street ends and dyke paths. Some of the smaller sites, which on their own are not significant enough to warrant a visit, could become viable destinations when linked with other attractions in their vicinity. Opportunities for recreation are expanded by integrating parks with other uses and this is made more manageable by geographically grouping both into 'Recreation Units' as described below.

RECREATION UNITS

A problem with some previous efforts to design a recreation plan for the Fraser River lay in the sheer number and varying scale of recreation sites in the Estuary and the resulting complexities of dealing with all the involved parties. There are fishing bars with and without access, parks that are not connected to one another and a large amount of redevelopment going on in absence of any aggressive organized recreation planning. No one agency has developed a program that can take advantage of the variety of opportunities that exist. By grouping areas of similar recreational and geographical attributes into so-called 'Recreation Units', it is possible to organize the small and large sites into a network of opportunities. These Units should be small enough to be manageable, yet large enough to be regionally significant. There should be relatively few agencies involved in each Unit, so that cooperation and discussion is simplified. By grouping sites into these Units it is possible to treat them as a destination in themselves, the type of destination that would be a half-day or full-day outing for all Lower Mainland residents.

In the Lower Mainland, sixteen 'Recreation Units' have been identified. These are outlined on Map 1. Also shown on Map 1 are Linear Units, which are especially valuable as linkages between Recreation Units and are valuable as waterfront access and as destinations unto themselves for specific recreational activities.

Recreation Management Units are the operating units of the the proposed recreation plan. They are not strictly defined as park areas would be, but rather are areas of recreational or biogeographical similarity. Each Unit has at least one natural area or park of regional significance, which is the principle attraction and 'core' feature of the Unit. Features range from small but significant natural areas located amongst river-oriented development, to large tracts of estuarine wild lands. (For a description of each of the identified Units, see Part II).

Although each Unit is unique, they each have components and qualities which make them desirable destinations. Some characteristics which make an effective Unit are:

There are linear connections between features in the Unit.

Within the Unit there are parks or secured natural areas that can be connected by paths, trails or dykes. These connections are part of the attraction of the Unit, even though they may cross through developed non-park lands in some locations.

The Unit has natural boundaries.

There are natural or geographical features, such as the river's edge, a scenic drive or fenced off area that form a natural boundary for the Unit.

The 'character' of each Unit is unique and consistent.

The 'mood' of each separate Unit should be similar, even if the Unit itself is diverse in its natural /heritage attractions. Within it there is recreational similarity: for example, either more passive, or more active forms of recreation might be emphasized in a particular Unit, as appropriate.

There are opportunities for educational displays.

Within the Unit there are industrial, transportation or other developments that could be interpreted through signage to demonstrate the multi-use nature of the river. The educational opportunities can also demonstrate conservation strategies, recreation opportunities, safety information and natural history features.

There are historical or archaeological points of interest within the Unit.

The River has a considerable amount of historical and archaeological points of interest. Whenever these occur within a Unit they should be highlighted, and brought into the overall recreation planning.

There are sites of high recreational significance.

Besides the natural attractions of the Units, there should be an area of recreational importance within them that can be developed for high quality recreation.

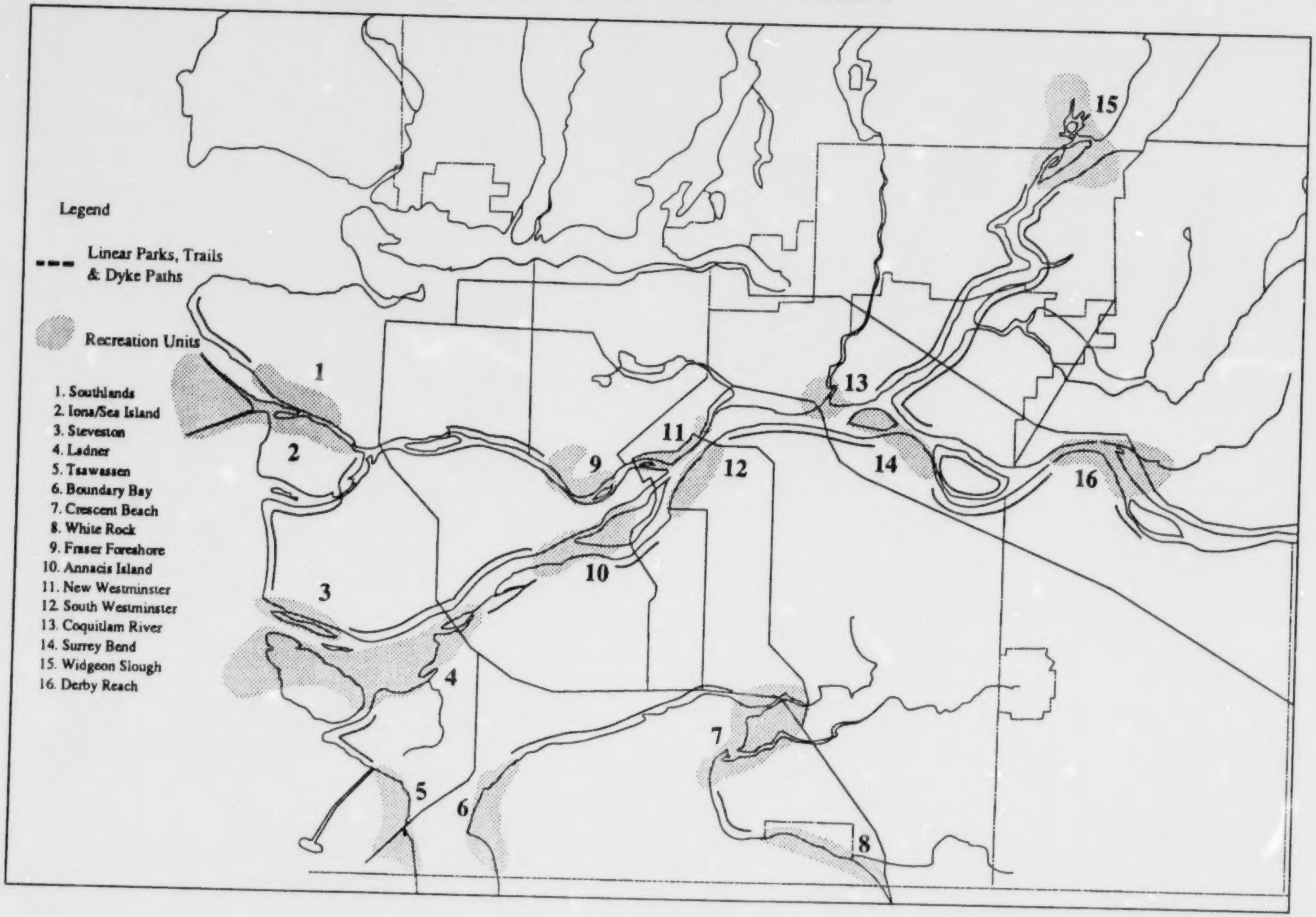
These Recreation Units, which are described in Part II of this report allow the vast natural and recreational resources of the Estuary to be identified and grouped for closer examination by local and Provincial government agencies. The boundaries will change over time as more of the Estuary is developed or redeveloped, but for now they serve the function of organizing and strengthening recreation by grouping sites into manageable packages. Recreation Unit maps do not represent a defined land acquisition package, although in many of the Units some acquisition will undoubtedly be necessary. In order to get the most out of a visit to one of the Units, it will be important to have a focal point for the visit — a location where there are basic facilities. These areas are called 'staging areas', and are described following.

LINEAR UNITS

Recreational Units have been defined as an operating unit with at least one natural area or park of regional significance which would be able to house a staging area including parking, washrooms and trails. Linear Units do not necessarily include parks in the traditional sense; a defined area with boundaries, and facilities and a recreational use, rather than another land use. Linear units are often trails that are used recreationally in going from Point A and Point B. They can be alongside land use of many varieties; agriculture, industrial, housing, urban, etc. They can be in conjunction with communities with another use of the property; for instance the dyking in many delta communities lends itself to a trail on top of an existing dyke, as does the sewage outfall at Iona Island. Linear Units located along the Fraser give the public an access to waterfront without demanding a large amount of land or facilities.

Linear Units are not as clear and well-defined at this stage of the Planning process as the recreational units. However they already form a major part of the Parks system in Richmond and there is potential for Linear Units to be very important in development of the Fraser River Estuary recreational system in Vancouver, Delta, White Rock/Crescent Beach, Burnaby, Surrey, Derby Reach and the potential for even further development in Richmond in the Iona and Sea Island areas. The idea of linear units is critical to the Recreation Plan because of the integration with other land uses and because of the large amount of waterfront access gained, without large land takes that are allowed by this concept of recreational area.

MAP 1: PROPOSED RECREATIONAL UNITS FRASER RIVER ESTUARY


Legend
Linear Parks, Trails & Dyke Paths
Recreation Units
1. Southlands
2. Iona/Sea Island
3. Steveston
4. Ladner
5. Tsawassen
6. Boundary Bay
7. Crescent Beach
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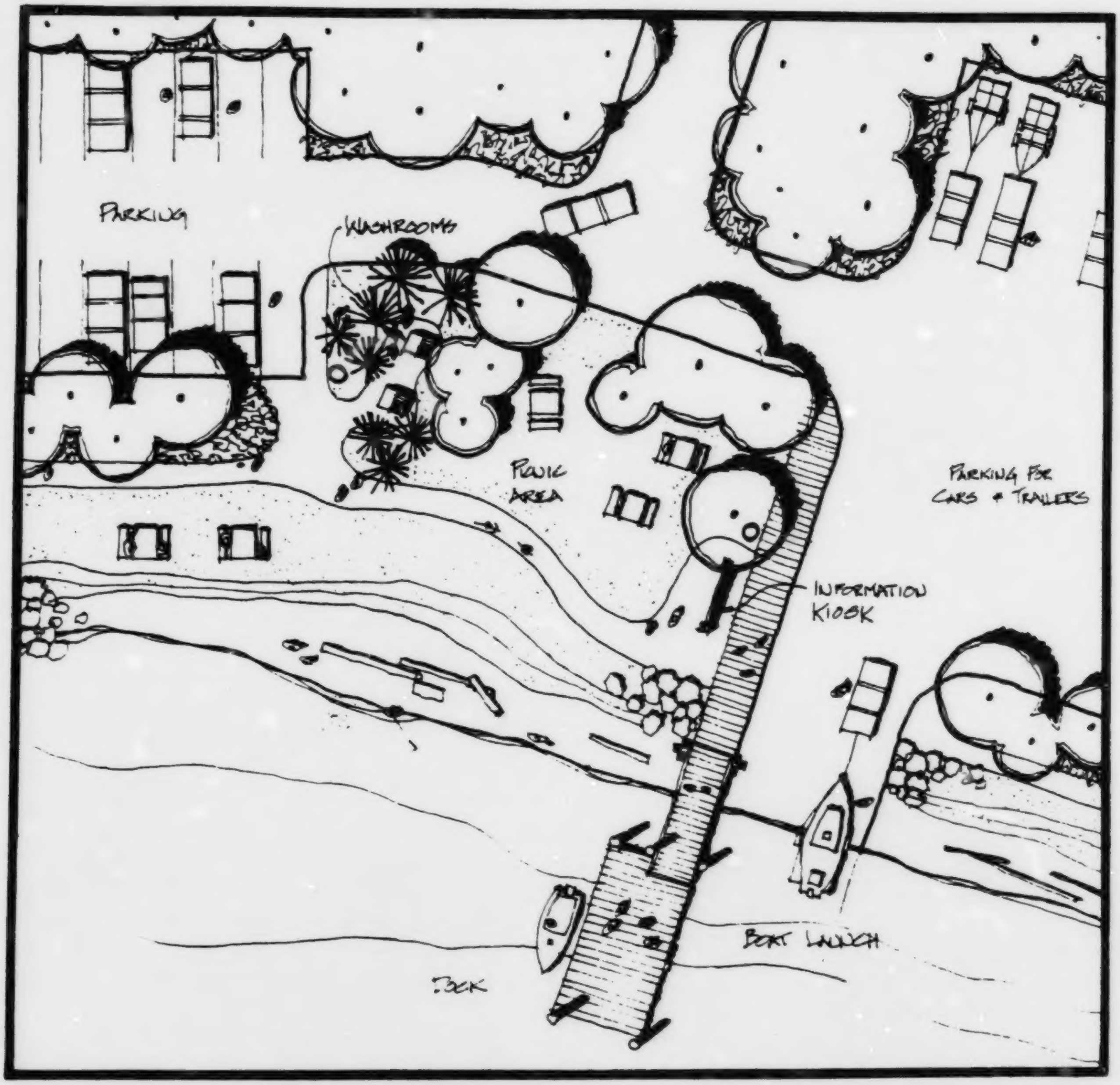

PARKING
WASHROOMS
PICNIC AREA
PARKING FOR CARS & TRAILERS
INFORMATION KIOSK
BOAT LAUNCH
DOCK

A "Staging Area" should include amenities for a day-trip destination; parking facilities, washrooms, an area to rest and/or picnic, water access and information.

STAGING AREAS

Each Recreation Unit requires at least one area where an outing into the Unit can start. This so-called 'staging area' will be the recreational focal point of the Unit and in most cases is an already-existing park or recreation area. The staging area thus contains significant natural features, and can be a viable destination on its own. In addition to the facilities already located at park sites in the Estuary, the staging areas proposed here will have additional amenities that will expand their importance to the overall Units they are in. For example, staging areas are excellent locations for informational kiosks explaining the Estuary and showing maps of the other recreation opportunities within the Unit. (The maps and information displayed should also show the common logo of the Fraser River Estuary so as to identify it as part of the larger system).

In addition to providing maps and information, the staging area should be large enough to accommodate parking for visitors wishing to explore the rest of the Recreation Unit. Staging areas should also have washrooms, as many of the other sites in the Unit (such as street ends) may be too small or too remote to have these facilities. Picnic tables, benches and other amenities are also important.

Each staging area should also contain at least one special facility. For example, if the site is in a large natural area where wildlife is commonly seen, there should be a viewing tower or boardwalk giving visual access to the wildlife. If the staging area is in a Unit that has high potential for safe boating, it should have a boat launch facility and/or floating dock to accommodate that form of recreation. A typical staging area is illustrated here.

DEVELOPMENT POLICIES

In order to assist in implementing the concept proposed here, it is essential to have policy guidelines that apply to new developments in the Estuary. These guidelines could be adopted and enforced by municipalities and other agencies responsible for approving developments or acquiring lands along the Estuary shoreline. The policies should be simple and direct, and used in making land-use decisions over a period of years to achieve recreation planning objectives as riverside development takes shape. The Recreation Activity Work Group of FREMP proposes that the following policies concerning development be adopted:

Before any project in the Estuary is granted approval and especially one within a Recreation Unit, it must provide the following:

- public access to the waterfront - a minimum 50 ft. (l5 m.) width is proposed along the shoreline. This could be 25 ft of access and a 25 ft. building setback.

- if public access is not possible along the waterfront due to development or operational reasons, then a viewing area should be provided adjacent to the development with interpretive signing describing the river-dependent nature of the development.

- if public access along the water is not possible, then a suitable pathway or connection through or around the development should be provided to the next river access point, along with maps showing how to get there.

- as responsibility for dyking is transferred from private upland owners to municipal or regional governments, provision should be made for public access and recreation along the dykes.

The policies listed above are suggested guidelines that may help to improve recreational opportunities in the Estuary as new development takes place. The simple concept of 'public access to and along the waterfront at all possible locations' should be written into all Official Community Plans. Having these policies in place will improve recreational opportunities in the Estuary considerably. Arriving at a plan in cooperation with industrial, commercial, residential and transportation functions can improve their image as well. A look at the various levels of government and responsibilities for implementing these policies follows.

EDUCATION

An important part of the Fraser River Estuary Recreation Plan is the opportunity for education that is afforded by the integration of Parks, Viewpoints, Housing, Industry, Transportation, and the Wildlife that flourishes along the river. Education can occur in many ways; by experiencing, through reading, through talking and discussions. Although we tend to think of education in the formal "schooling" sense, personal education along the river will more likely be provided by parents, industry personnel, recreational users and park personnel. Non-personal education can be provided by signs, audio-tapes, video tapes, flyers, and books.

It is recommended in this Plan that further attention be paid to education through development of a "Communication Plan". The communication plan should identify agencies and industries that would be involved in educational opportunities to promote the FREMP objectives. Sites along the river at which information and education projects have potential would also be identified. Then themes and conceptual designs would be developed in order that the communication and education is complete and consistent. It would provide a guide for inclusion of FREMP and Recreation Plan principles within the interpretive component of each municipality's waterfront parks.

The education program should provide a tool for communication with river-based industries and with the public for the mutual understanding and recreation opportunities. It is hoped that industry will be involved in implementation of the education program. It is hoped that the interpretive signing will be the first step in a more comprehensive education program, that will eventually see students of all ages and stages utilizing the river as an integral part of their education. In addition, a good educational program will result in families and recreational users utilizing the river safely and to a greater extent.

IMPLEMENTATION

In order to implement the concept there are three main avenues of approach needed: securing key park and recreation sites in each Unit, unifying them into an organized overall plan, and publicizing them as desirable recreational destinations. Since FREMP itself has no direct powers to enforce policies or direct development, responsibility for implementing the concept must be delegated to the various levels of government as suggested below.

Implementation Responsibilities

FRASER RIVER ESTUARY MANAGEMENT PROGRAM (FREMP)

Recreation Activity Work Group

- present the concept to other government agencies and the general public for input and support
- revise Proposed Recreation Plan to final Recreation Plan
- co-ordinate demonstration projects in the Estuary to show how the concept can be implemented

Other Activity Work Groups

- review the Recreation Plan and incorporate common objectives into their activity programs wherever possible
- resolve areas of conflict between groups through internal consultation and the FREMP process

MUNICIPAL GOVERNMENT

- direct planning efforts towards acquiring recreation sites along their shorelines, and improving the connections between them using dykes, trails and scenic routes
- when reviewing new developments along their shorelines, apply policies on public access such as those described earlier in this report
- begin constructing facilities in each of the staging areas to form the nucleus of the Recreation Units
- begin a cooperative effort in design and implementation of common and/or complimentary signing system to be used throughout the Estuary at all waterfront recreation sites

- provide security and protection to existing recreation sites located in the Estuary

REGIONAL GOVERNMENT

- serve as a clearing house and plan co-ordination center for recreation planning in the Estuary
- facilitate action on key sites by supporting municipalities in their efforts to secure land for recreation in the Estuary
- continue to pursue the goals of the Regional Park program by acquiring outstanding examples of representative landscapes in the region, especially estuarine lands. These should then be developed in conjunction with the proposed concept .

FEDERAL AND PROVINCIAL GOVERNMENTS

- approve the concept and support its aims with regulations, funding, land transfers, and in some cases by land management
- when approving developments in the Estuary, adhere to the public access policy guidelines such as those suggested previously

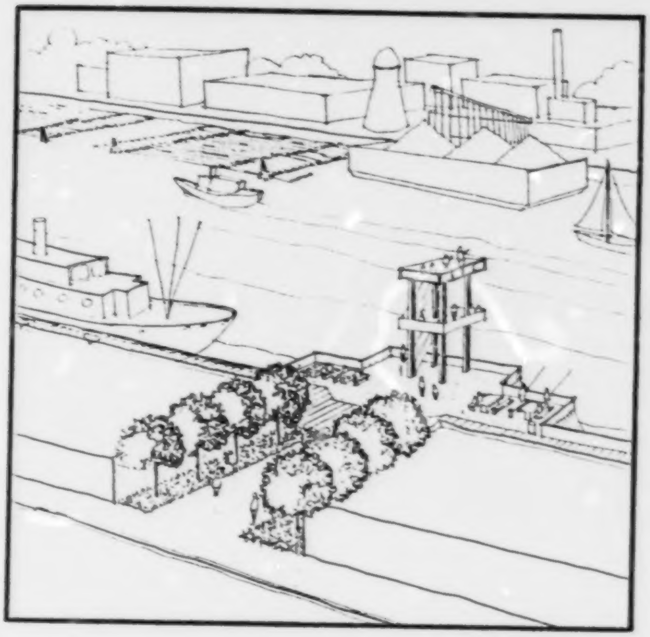
Implementation Techniques

As shown above, there are responsibilities for action at every level of government. To implement the concept, the responsibility for the day-to-day work is largely municipal, while Regional Districts provide co-ordination and support. The senior levels of government can promote the concept by passing legislation concerning waterfront development, and by supporting the programs and goals financially. They can also get involved in estuary land management directly as they do now with Wildlife Management Areas.

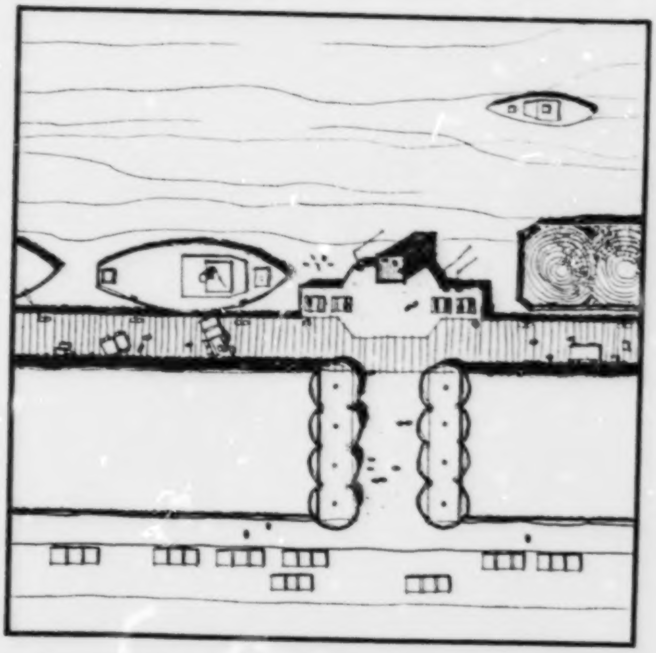
Where any proposal will involve works outside the dykes part of the action plan must be to initiate action under the FREMP referral processes and to involve the Order In Council 908 committee so that they can decide whether or not an environmental impact assessment will be required.

Because FREMP itself has no regulatory powers, much of the implementation of the Plan must be left to legislative tools already on the books. Some of the more common techniques used in securing land for public access are summarized in the Appendix.

In the section that follows, the proposed Recreation Units are examined in more detail. Their attractions, approximate boundaries and future potential are assembled here in order to move the concept forward, and begin looking at how recreation in the proposed management areas might be secured. Each map shows its context within the complete plan as well as showing the features of each unit in a consistent manner.



Between industries, a viewpoint with platforms for recreational pursuits such as fishing, education and industry-viewing is enjoyed by all ages. The picnic site, often most appreciated by employees from surrounding industries, also provides positive public relations in a Community.



PART II RECREATION UNITS

UNIT DESCRIPTIONS

The Recreation Units described in Part I outline the theoretical concept of grouping a number of significant park and non-park features into a more organized assembly of recreation opportunities. In the following section we look at each of the Recreation Units in detail. Sixteen Units have been identified within the FREMP boundaries. The sixteen Units describe most of the significant park sites on the River and organize them into groups. The descriptions also identify areas where there are opportunities to combine other activities in the River with recreation into one overall plan.

Each of the Units has its own character, identity and attractions. In future work, the precise boundaries for all of the Units will be refined, in consultation with the various municipalities and the public. Each Unit will have its boundaries, goals and objectives defined. For now they serve the purpose of defining areas that are large enough to be of recreational significance, yet small enough to be manageable within the context of the FREMP goals.

Eventually, recreation and public access in particular, may be considered as an integral part of all developments on the River, with trails and greenways connecting the Estuary to other significant recreational features in the Fraser Valley. Assembling and securing lands in the Recreation Units described below is one step towards that goal.

Please note that none of the descriptions or maps that follow represent an acquisition program approved or committed by Municipal or Regional Governments, but rather a set of desired objectives for recreation as proposed in this Plan.

Staging Areas shown designated on maps are existing now in a few areas, but most are proposed locations.

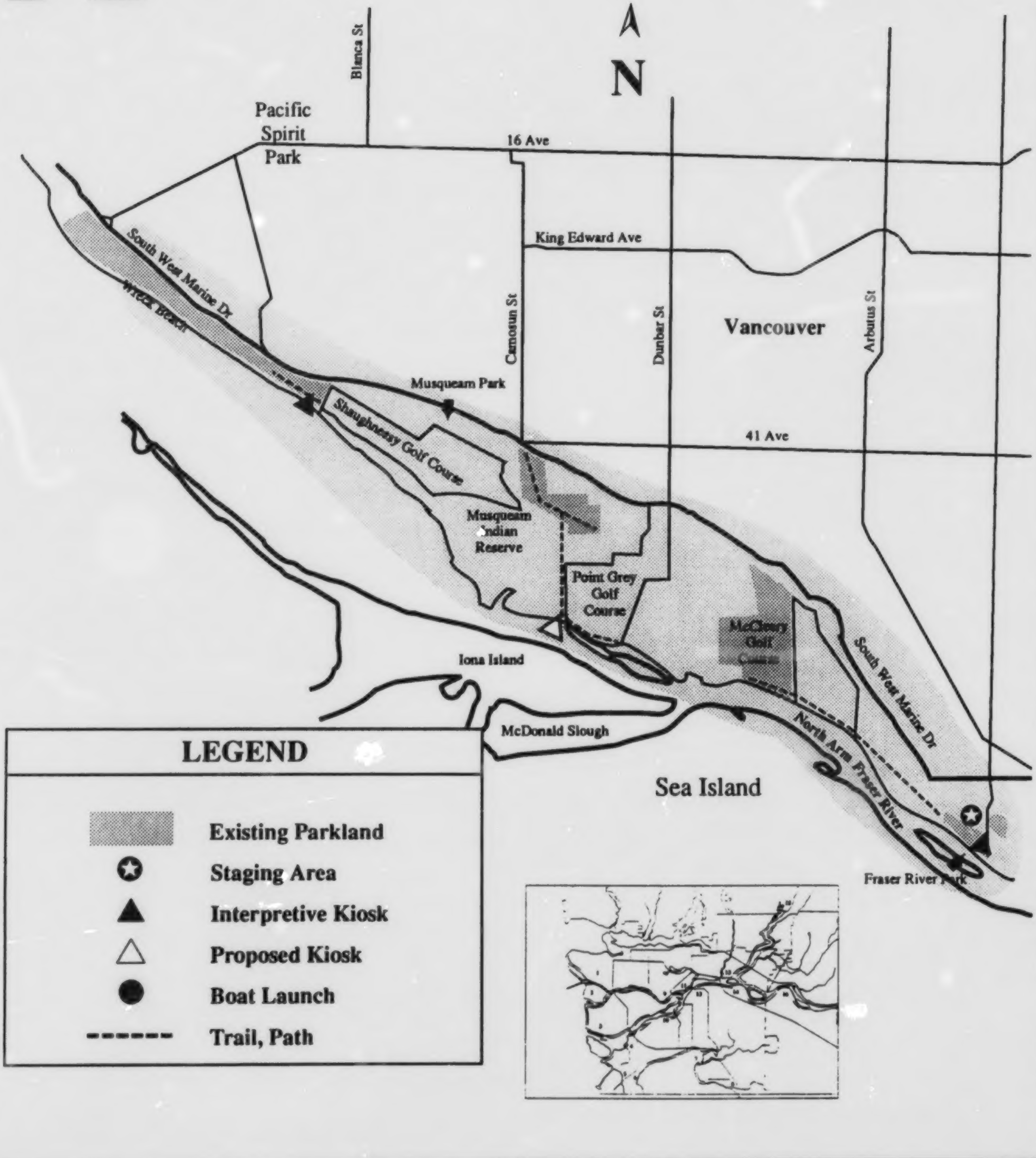
RECREATION UNIT 1 — SOUTHLANDS

Attractions— Eastward of Pacific Spirit Regional Park foreshore is an area of mudflats trails and golf courses that are well used, especially by local residents. There are equestrian trails, some street-ends, and the new Fraser River Park at the eastern end of the Unit. This park is well signed, and has displays of River activities and historical information located at strategic locations throughout the park. Although it is within the city limits, this area is rural in nature, and offers an ambience that belies its location. There is a lot of interesting river traffic, and trails are heavily used for cycling, riding, walking and nature study. Because the River is quite narrow at this point, observing boat traffic is very popular. With the great amount of redevelopment occurring along this stretch of the River, opportunities could be greatly enhanced if public access was included in new developments.

Approximate Boundaries— The natural boundaries for this Unit are the Fraser River Park on the eastern end beyond which heavy industry becomes predominant, and Pacific Spirit Regional Park in the west. Perhaps the monument to Simon Fraser would be a good end point for a trek through this Recreation Unit, with continued access westward through Pacific Spirit Regional Park being a logical westward extension. It should be noted that the majority of Pacific Spirit Regional Park foreshore is a "clothing optional" beach.

Future Potential— With all the development proposals likely to be proposed in this area in the near future, and the general trend towards residential use of the shoreline, there are good opportunities to demonstrate the concept. This area is particularly well-endowed with parks and open space — what is needed is the integration of some of the existing industrial and commercial uses of the River with recreation in the area. Information on log booming could be provided by the forest industry and would be of particular interest at this location, because of the extensive booming grounds. Some of this interpretation is already provided at Fraser River Park but more is needed at other viewpoints along the river. The historic aspects of this part of the River might also be highlighted.

PROPOSED RECREATIONAL UNIT #1: SOUTHLANDS
Fraser River Estuary Recreation Plan


N
Blanca St
Pacific Spirit Park
16 Ave
King Edward Ave
South West Marine Dr
Wreck Beach
Camosun St
Dunbar St
Vancouver
Arbutus St
Musqueam Park
Shaughnessy Golf Course
41 Ave
Musqueam Indian Reserve
Point Grey Golf Course
McCleery Golf Course
Iona Island
South West Marine Dr
North Arm Fraser River
McDonald Slough
Sea Island
Fraser River Park
LEGEND
Existing Parkland
Staging Area
Interpretive Kiosk
Proposed Kiosk
Boat Launch
Trail, Path

Existing Recreation Areas and Facilities

Fraser River Park:

A 22 acre park offering parking, picnic area, information displays, trails, boardwalks, viewpoints a marsh rehabilitation area and an Indian midden site.

Pacific Spirit Regional Park:

This site includes the former Marine Drive Foreshore Park whose beach area extends from the Musqueam Indian Reserve on the east, around the Point Grey cliffs to Spanish Banks on the north. The area offers cliffside views, beaches, trails and historic sites.

Musqueam Park:

This 55 acre park, although not right on the River is linked to it via a short trail. The park has a forested area, a marsh area, a playing field and numerous pedestrian and equestrian trails.

Golf Courses:

There are 5 golf courses in this Unit. Two are public and three are private. Point Grey golf course has a formal waterfront trail, while an informal trail exists at McCleery golf course.

Equestrian Trails:

Equestrian trails exist on the roads within the residential area of Blenheim Flats, as well as along the river west of Carrington Street and throughout Musqueam Park into the Endowment Lands.

Future Recreation Areas and Facilities

Aside from the task of completing the pedestrian links between Pacific Spirit Regional Park and the Fraser River Park, there is a new small park to develop at the westerly tip of Deering Island.

Goals and Action Plans

Goal I — Complete continuous access from the Fraser River Park to the Pacific Spirit Regional Park

Action Plan:

- Begin securing easements and rights of way across private lands in order to strengthen public presence in the area and to begin providing continuous access, initially from the Fraser River Park to the Musqueam Indian Reserve.

Agencies Involved:

- City of Vancouver, Vancouver Parks Board, North Fraser Harbour Commission, Musqueam Indian Band, Private Land Owners.

Goal 2 — Provide mapping and information about this Recreation Unit and its relation to the remainder of the Estuary

Action Plan:

- Add material to the present display at the Fraser River Park to show the concept and how this park fits into the overall Estuary recreation system
- Include FREMP logo in display material and along trails

Agencies Involved:

- Vancouver Parks Board, FREMP Recreation Work Group

Goal 3 — Develop a small waterfront park with public access to the River at the westerly point of Deering Island.

Action Plan:

- Begin drawing plans and develop park and access as new development is constructed.

Agencies Involved:

- Vancouver Parks Board, City of Vancouver, Private Land Owners.

cont.

Goal 4 — Provide industrial interpretation signing at selected locations within the Unit, such as the Point Grey Booming Grounds (log storage and transportation.)

Action Plan:

- Contact lessees of the Point Grey Booming Grounds to get information regarding log boom storage techniques and relevant information about log booming that might be of interest to the public.
- Get the industries involved by directly funding the industrial interpretation theme display and constructing the informational signing.

Agencies Involved:

- GVRD Parks, North Fraser Harbour Commission(NFHC), Private Companies, Recreation Activity Work Group

RECREATION UNIT 2 — IONA and SEA ISLANDS

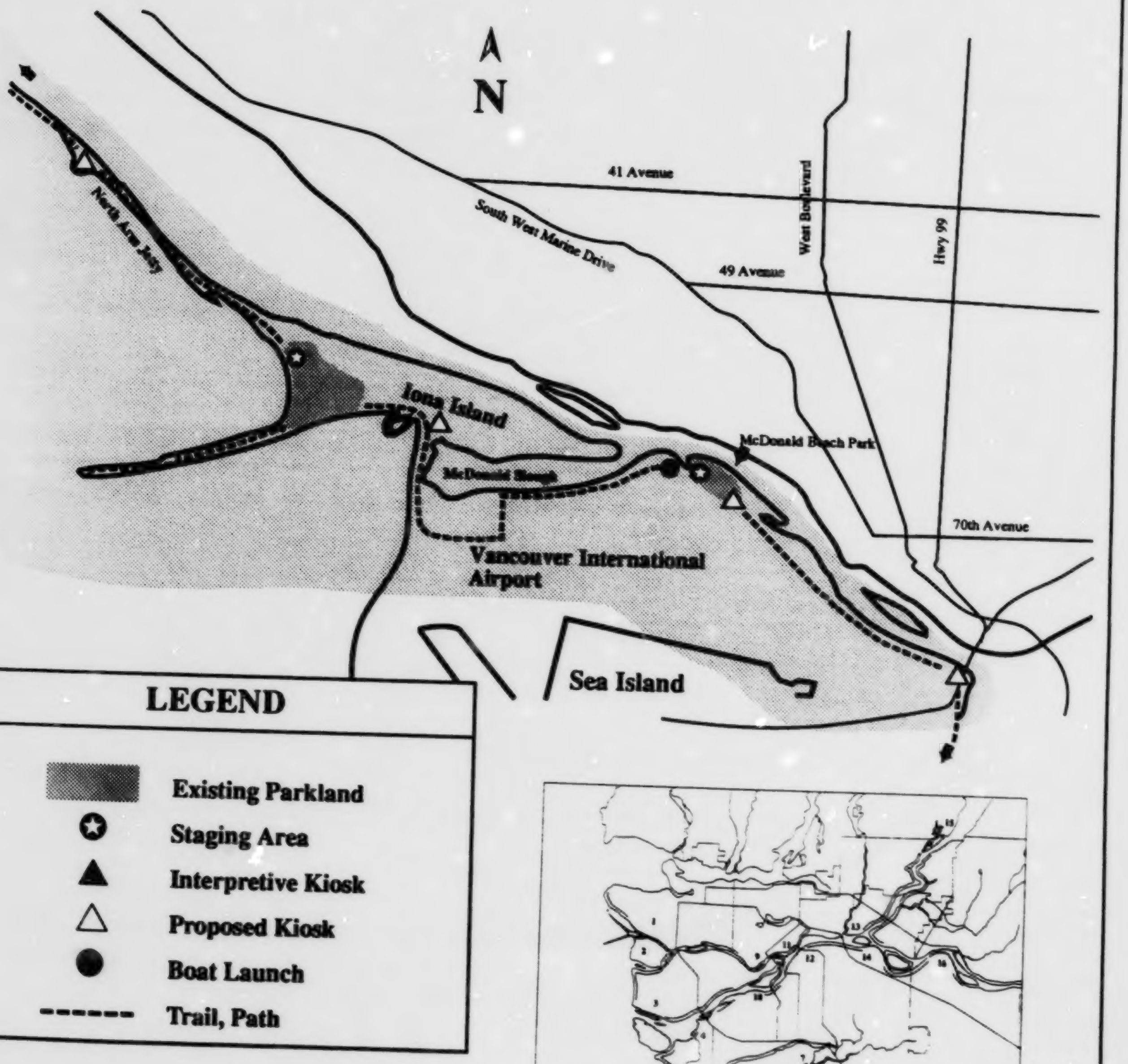
Attractions— The large expanse of beach between the jetties at Iona Island is one of the undiscovered gems of the Fraser Estuary. The presence of the Sewage Treatment Plant on the island seems to deter the public from visiting the area, even though the area has been improved considerably by the construction of the deep-sea outfall. Birdwatching is extremely popular, with the adjacent river traffic being another attraction. The view across to Southlands is pastoral and park-like, while the westward view of the Strait of Georgia and the Gulf Islands is quite spectacular. Presently there are motorized recreation vehicles making unauthorized use of the area, causing a considerable amount of damage. With the development of the Iona Beach Regional Park, plans are being made to limit access of unauthorized vehicles. The refurbished dikes on the north side of Sea Island offer great opportunities for walking along the River and are part of a natural connection to Iona Island from Richmond residential areas. Woods Island Park, also known as McDonald Beach Park (Township of Richmond) has a boat launch ramp, beach area and picnic area which is well-used in the summer. This popular municipal park greatly increases the recreation opportunities in this Unit. The flat terrain and moderate traffic also make the roads of Sea Island popular cycling routes.

Approximate Boundaries— The Strait of Georgia is a natural westward boundary, while the northeast tip of Sea Island makes an ideal eastern end point. The office of the North Fraser Harbour Commission is located there. The Commission could provide colorful and detailed information about their vital function in the Estuary in a display in their new building. The North Arm on the north and the airport on the south complete the boundaries of this Unit. From the eastern end, Richmond's excellent trail system links this Unit to the dykes of Lulu Island all the way to Steveston.

Future Potential— Acquisition and committment of development at the Iona Beach Regional Park have greatly improved the potential of this area. A regional linear park between Iona Island and Richmond's McDonald Beach Park would provide linkage and an opportunity for wildlife viewing and industrial interpretation.

PROPOSED RECREATIONAL UNIT #2: IONA/SEA ISLANDS

Fraser River Estuary Recreation Plan


N
41 Avenue
South West Marine Drive
49 Avenue
West Boulevard
Hwy 99
North Arm Jetty
Iona Island
McDonald Slough
McDonald Beach Park
70th Avenue
Vancouver International Airport
Sea Island

LEGEND

▨ **Existing Parkland**
✪ **Staging Area**
▲ **Interpretive Kiosk**
△ **Proposed Kiosk**
● **Boat Launch**
------ **Trail, Path**

Existing Recreation Areas and Facilities

McDonald Beach Park (Woods Island Park)

A 2.6 hectare (6.48 acre) park with 12 picnic tables, washrooms, trails, signs, a boat launch and grassy areas is located at McDonald Beach. In addition the Township of Richmond owns 105 hectares (260 acres) of Woods Island. Parking for 100 vehicles including room available for trailers.

Iona Beach Regional Park

A 30 hectare (75 acre) park (not including exposed mudflat available for use at low tides) with paved parking lot for 40 cars, a Park Information kiosk, temporary washrooms and garbage facilities. There is a gravel trail to the west, along the outfall which will be improved.

Future Recreation Areas and Facilities

Iona Beach Regional Park

A Master Plan has been completed (April 89) and the first phase adopted by GVRD. Development will commence June 1990 for a permanent staging area including shelter and washrooms. The outfall pipe walkway to the west will be surfaced, with interpretive signs and shelters along the walkway, washrooms and viewing platform at the westerly terminus. An existing fresh water pond will be enhanced with nesting islands, marsh plantings and wildlife viewing areas. This area would be staffed and gated to reduce problems with unauthorized use by off-road vehicles.

Further development of this site would require some land acquisiton or lease agreements and would first entail further environmental review of saltwater marsh creation north of the fresh water pond and marsh and beach enhancement on the North Arm of the Fraser.

It is hoped that a linear park will be developed to link the Iona Island Regional Park and Richmond's McDonald Beach Park. This would complement both of the staging areas and enhance recreational opportunities in wildlife viewing and industrial interpretation.

Wildlife Viewing Site

The western foreshore of Sea Island may become a Wildlife Management Area. There are two potential Wildlife Viewing Sites under consideration for this area as part of the Provincial Wildlife Viewing Program.

Goals and Action Plans

Goal 1 Complete a regional linear park between Iona Beach Regional Park and Richmond's McDonald Beach Park, to compliment municipal facilities for wildlife viewing and industrial interpretation.

Action Plan:

- Complete a wildlife viewing platform and interpretive signs to the west of McDonald Beach Park.
- Negotiate dyke access and property rights for linear corridor with Transport Canada
- GVRD and Richmond Parks and Leisure Services Dept. to negotiate management responsibilities for development and maintenance of Park.

Agencies Involved:

- Township of Richmond, GVRD, Transport Canada, North Fraser Harbour Commission(NFHC)

Goal 2 Complete development of Iona Beach Regional Park including improvements to Iona and North Arm jetties, wildlife habitat creation, and pedestrian access. Long-term plans include an interpretive centre, gateway and more improvements to Iona jetty.

Action Plan:

- Construction of staging area facilities to begin June 1990. These will include parking, shelter and washrooms.
- Complete promenade atop Iona Jetty within one year (1991)
- Complete freshwater pond enhancement within two years (1992)
- Complete negotiations with NFHC and Crown Lands regarding parkland on the North Arm Jetty.

Agencies Involved:

- GVRD, NFHC, Crown Lands, B.C. Ministry of Environment, DFO, GVSDD

Goal 3 Complete a linear park between North Fraser Harbor Commission Office and McDonald Beach Park along the dyke, and eventually to connect this trail to Dinsmore Bridge.

Action Plan:

- Negotiate dyke access and property rights for linear corridor use

Agencies Involved:

- Transport Canada, private landowners, Township of Richmond, NFHC

Goal 4 Complete development of McDonald Beach/Woods Island site to allow integration of Recreation Plan for north end Sea Island.

Action Plan:

- Develop a Master Plan for McDonald Beach/Woods Island park site
- Establish a program of activities and use for the site that complements the Iona Beach Regional Park

Agencies Involved:

- Township of Richmond, Transport Canada, GVRD Parks, NFHC

Goal 5 Develop Wildlife Viewing Sites for Iona/Sea Islands

Action Plan:

- Enlist support and cooperation of secondary agencies
- Chose two sites and develop site plans
- Develop the sites

Agencies Involved:

- B.C. Ministry of Environment, GVRD, Transport Canada, Township of Richmond

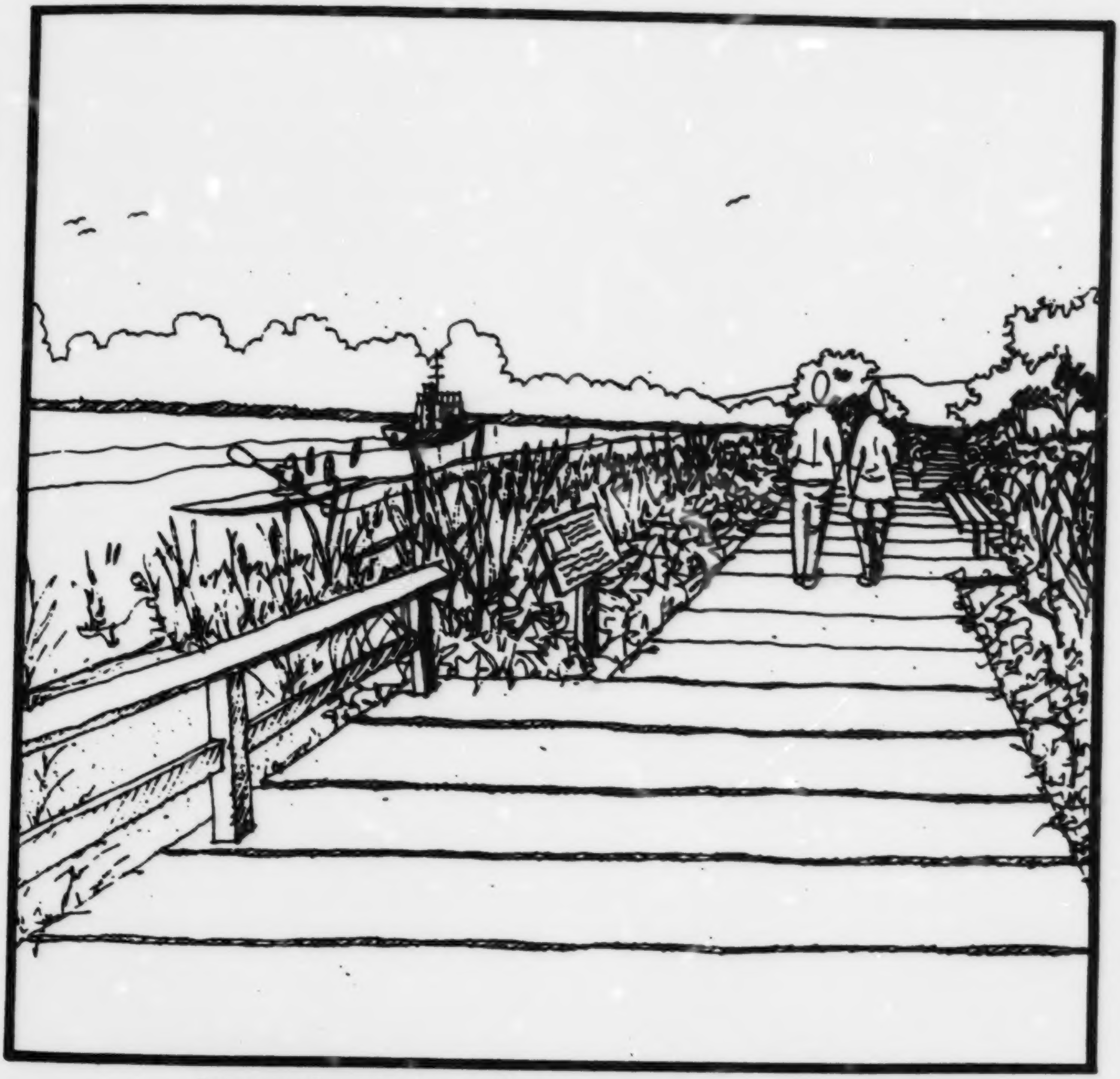
Goal 6 Establish a Wildlife Managment Area for the Sea Island Foreshore

Action Plan:

- Pursue Land Act Section 101 transfer to B.C. Ministry of Environment
- Develop a Wildlife Management Area Plan
- Implement Wildlife Management Area Plan

Agencies Involved:

- B.C. Ministry of Environment, GVRD, Transport Canada, Land Management B.C.



Interpretive signage and trail design will enhance and protect habitat and heritage resources in some locations along the Fraser Estuary.

RECREATION UNIT 3 — STEVESTON

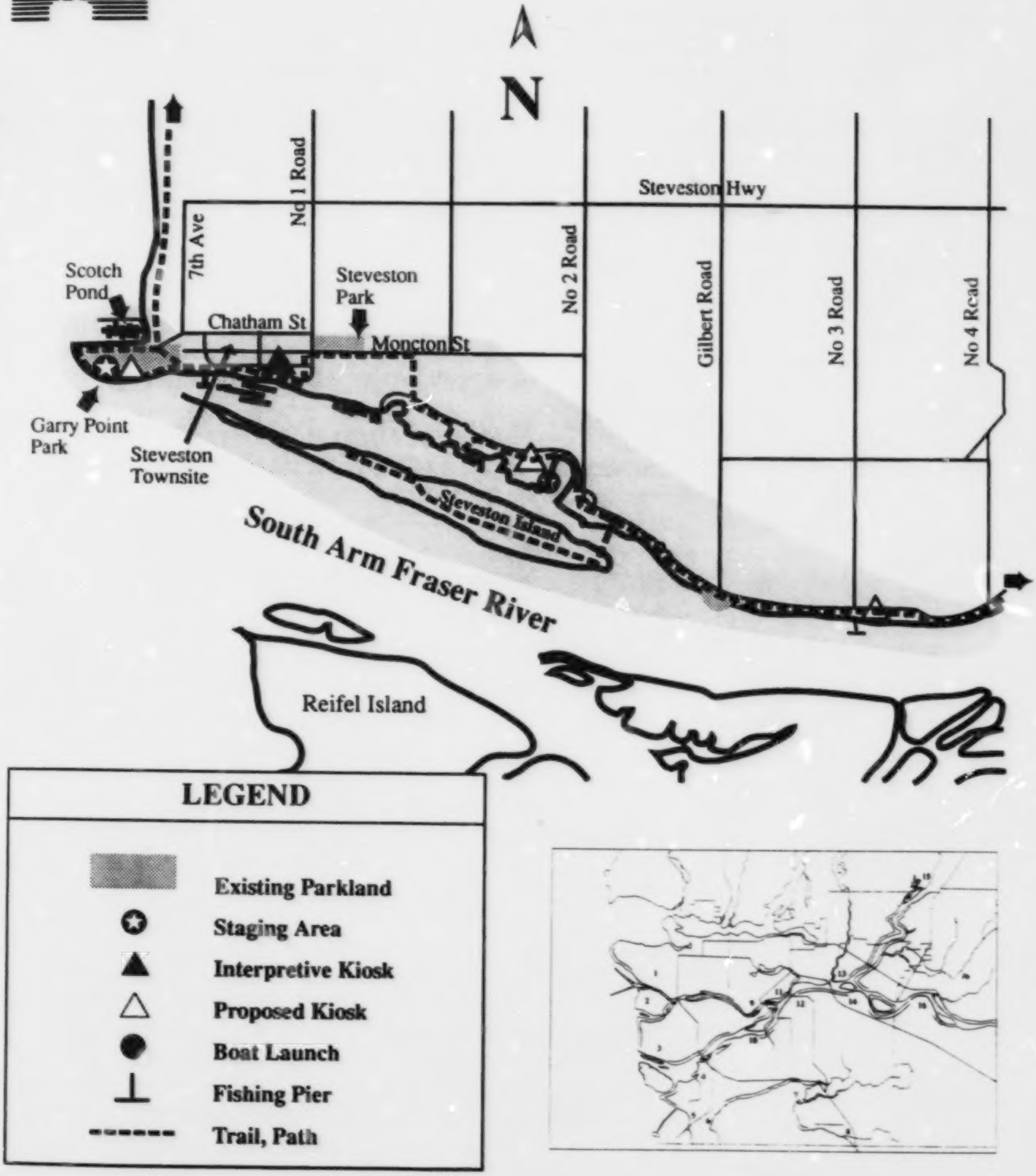
Attractions— The Steveston shoreline is an interesting mix of fishboats, net lofts and historic buildings, interspersed with restaurants and some public areas. The addition of Garry Point Municipal Park makes this an ideal river destination, and provides an opportunity to demonstrate the concept proposed in the Recreation Plan. In addition there is Gilbert beach, and the interesting natural area of Shady Island, a treed park-like setting which at one time was merely a sandbar. Redevelopment of this area has improved the opportunities making Steveston an exciting and interesting recreational attraction with a distinctive maritime character. Private entrepreneurs are providing boat tours of the waterfront and heritage canneries in addition to Sea Lion tours during April and May.

Boundaries— The natural boundaries for this Unit are Garry Point on the west, and the proposed No. 3 Rd. Fishing Pier on the East, with Shady Island in the center. Steveston waterfront and the Parks are linked by the Richmond Trails System. The northern boundary has been pushed to include Scotch Pond at the north of Garry Point Park. There are excellent linear connections from Steveston to other Units in the area.

Future Potential— Garry Point Park has undergone development as a Municipal Park and will become an ideal staging area. A restaurant and interpretive signage will enhance this area for the public. The cannery on the waterfront is being restored by the Federal Government and will be an exciting adjunct to the ambiance of the area. Britania Shipyards would also offer an exciting addition to this area featuring reconstruction of wooden ships and boats. A fishing pier is being developed at the south end of No. 3 Road and Gilbert Beach will also see some development. Securing Shady Island for passive recreation could enhance this Unit.

PROPOSED RECREATIONAL UNIT #3: STEVESTON

Fraser River Estuary Recreation Plan


N
Steveston Hwy
No 1 Road
7th Ave
No 2 Road
Gilbert Road
No 3 Road
No 4 Road
Scotch Pond
Steveston Park
Chatham St
Moncton St
Garry Point Park
Steveston Townsite
Steveston Island
South Arm Fraser River
Reifel Island
LEGEND
Existing Parkland
Staging Area
Interpretive Kiosk
Proposed Kiosk
Boat Launch
Fishing Pier
Trail, Path

Existing Recreation Areas and Facilities

Garry Point Park:

A 10 hectare (25 acre) park which gives viewscapes of Steveston harbour, the entire mouth of the main arm of the Fraser, Scotch Pond Moorage Pond, Sturgeon Banks foreshore, Vancouver Island and North Shore mountains. The staging area has 140 paved parking stalls including designated handicapped spots and suitable access to trails. It has picnic tables, sandy beaches, washrooms, a Japanese Rock Garden and trails developed for walkers, and cycling traffic.

Steveston Harbour:

Steveston Landing is a private mall with restaurants, shops and art galleries. It is alongside the docks which feature a public dock for fish sales equipped with safe access and interpretive signage about habitat and fish. Other docks provide extensive moorage for fish boats and tour boats.

Steveston Townsite:

This community has an exciting heritage and the development of the townsite has reflected the importance of its heritage and the Fraser estuary. Signage, shops and services focus on the historic fishing and canning industries, and Steveston is an active commercial centre for the fishing industry. The boats and wildlife that frequent the area to this day add to the mood and character of the area.

Steveston Museum:

One of the heritage buildings on Moncton St. (the main street) is a working post office and a museum operated by the Steveston Historical Society.

London Farm:

A turn of the century farmhouse (4 acres) that looks out onto the Fraser River and is connected with other Steveston highlights by the Richmond Trails System. Open 1:00 pm - 4:00 pm on Sundays. Picnic facilities and public washrooms are available.

Steveston Community Centre and Park:

This community centre is the home of the annual "Steveston Salmon Festival" on July 1 which highlights industry, agriculture and heritage of this estuary community. The Community Centre Complex has a Library, Swimming Pool and wading pool, squash courts, racquet ball courts, tennis courts (lit and covered), childrens' playground, trails, fitness circuit, and martial arts building. Fully accessible, washrooms, picnic facilities and paved parking.

Gilbert Beach:

This is an undeveloped Municipal-owned river beach across Dyke Road from London Farm. There is a large mud flat and wildlife habitat visible at low tide. There is unpaved roadside parking available, garbage cans, logs to sit upon. Recreational users enjoy the wildlife and river viewing, bar fishing and the sandy beach at this location.

Future Recreation Areas and Facilities

Britannia Waterfront Park:

The Municipality of Richmond is exploring the concept of acquisition of 2.6 hectare (6.5 acres) of waterfront at the historic cannery. The site is of importance in capturing the character of a former cannery community, it is the last cannery site on the Fraser River undisturbed. The area is to be designated and developed as a waterfront park, with a boardwalk and a focus on the boat works, boats, skills of the Fraser River work force and fisheries history. The site may feature reconstruction of wooden ships and boats. The existing natural grove of cottonwoods, one of the few remaining along the river is proposed to be preserved and managed as a habitat area in the Park. The area is located at the south foot of Railway Avenue on Westwater Drive.

Linear Trail Connectors:

The Municipality of Richmond is planning an extension of the trail to the foot of No. 2 Road and easterly along Wharf Street to Dyke Road. This would be enhanced by an interpretive sign and cairn to commorate the site of the historic "London's Wharf".

Wildlife Viewing Sites:

A Cooperative Wildlife Management Area is to be established on Lulu Island westerly forshore. Two hundred acres of private lands have already been purchased under a federal/provincial agreement for wildlife purposes. A draft Cooperative Wildlife Management Plan has been prepared. Three wildlife viewing sites will be established in the area under the Provincial Wildlife Viewing Program.

Goals and Action Plans

Goal 1 Establish three Wildlife Viewing Sites

Action Plan:
- Develop and implement Wildlife Viewing Site Plan

Agencies Involved:
- B.C. Ministry of Environment

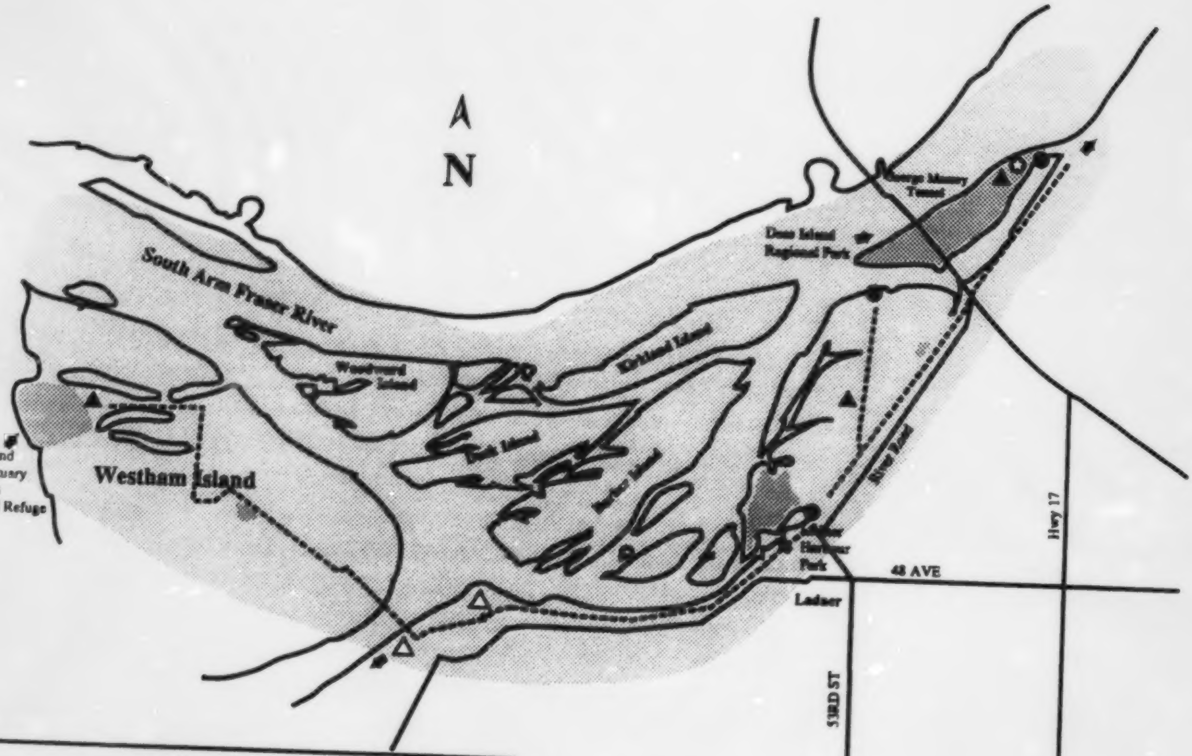
RECREATION UNIT 4 — LADNER

Attractions— In contrast to most of the other Units, the Ladner Unit is less developed, and lends itself most favorably to passive recreation. It is an extensive area of both dyked and undyked floodplain, where wildlife observation from land and boats is the primary attraction. As part of the Pacific Flyway, this unit has internationally significant wildlife habitat. The George C. Reifel Migratory Bird Sanctuary and Alaksen Waterfowl Refuge on Westham Island in this unit reflect this area's importance to migrating and overwintering bird populations. All of the South Arm Islands and Roberts Bank are under an Order In Council reserve to B. C. Ministry of Evnironment for conservation purposes. The high value of the habitat for fish is also recognized, as the Ladner Marsh area is considered extremely important for juvenile salmon. The prime attractions for this Unit are its natural features and raw estuarine beauty. The quaint character of Ladner Village adds to the overall experience and offers a good opportunity to demonstrate the close ties between the village and the estuary marshlands.

Boundaries— This extensive area of dyked and undyked land begins westward from Deas Island Regional Park and follows the River westward to the Strait of Georgia. It includes the islands in the main stem (mostly owned within Township of Richmond boundaries). Some of these islands are farmed, while others are naturally accreted floodplain. River Road forms the southern boundary on the mainland, and Westham Island Road the boundary on that island. There are also strong linear connections west to Brunswick Point and south toTsawwassen, as well as eastward up River Road from Ladner Harbour Park.

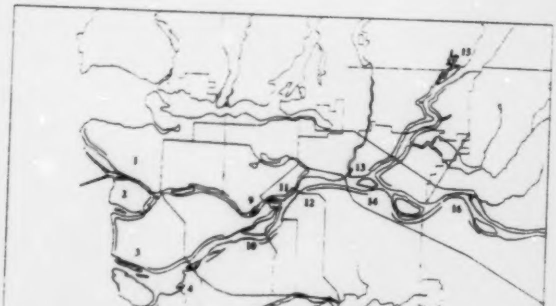
Future Potential— Because this area has such high habitat value, extensive industrial development is unlikely. However, recreational development has great potential, if a few facilities such as docks and floats were put into place to allow better access to the offlying islands. Wildlife management would always be a prime concern, but with passive recreation and education being compatible uses there is an opportunity here for the two to co-exist. The dykes south to Brunswick Point and Tsawwassen also offer a great deal of potential for walking and nature study, and form a natural linear connection between Units.

PROPOSED RECREATIONAL UNIT #4: LADNER
Fraser River Estuary Recreation Plan


N
South Arm Fraser River
George Massey Tunnel
Deas Island Regional Park
Woodward Island
Kirkland Island
Duck Island
Barber Island
Reifel Island Bird Sanctuary & Alaksen Waterfowl Refuge
Westham Island
River Road
Ladner Harbour Park
Ladner
48 AVE
Hwy 17
53RD ST

LEGEND

▨ **Existing Parkland**
✪ **Staging Area**
▲ **Interpretive Kiosk**
△ **Proposed Kiosk**
● **Boat Launch**
○ **Private Boat Launch**
------ **Trail, Path**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Existing Recreation Areas and Facilities

Brunswick Point:

Foreshore area at west tip of Ladner promontory adjacent to Canoe Pass. This is an important wildlife observation opportunity particularly for Snow Geese and swans. It is also an important waterfowl hunting area. Buildup of driftwood, sand and marsh growth is creating a large area of land. Remnants of old fish cannery adjacent to dyke. Termination of River Road West. Popular area for walking and bird watching. Exposed to steady westerly winds and sea.

No existing development but potential future for public access.

A Wildlife Viewing Site under the Provincial Wildlife Viewing Program will be established in this area.

Chisholm Street Park Reserve:

Small upland property at intersection of Chisholm and Georgia Streets in downtown Ladner. Adjacent residential, commercial and industrial development. No existing park development but potential for creation of downtown square environment and possible water access.

Chung Chuck River Lookout and Dike Promenade:

Public-access river lookout and dike access areas being created in conjunction with new multi-family housing development under development on old Chung Chuck property. Developer intends to construct access to adjacent street, lookout area, gazebo and other minor amenities. Commemorative and informational signage will be installed. Public access to dike is intended. Will eventually link with other portions of dike walk.

Deas Island Regional Park:

Large river parksite 61 hectares (150 acres) with ongoing development, managed by the Greater Vancouver Regional District. Popular Lower Mainland recreation area providing diverse recreation activities; and a major focus on the Fraser. Included on the site are three heritage buildings (Inverholme Schoolhouse, Burrvilla and The Delta Agricultural Hall). The Fraser River Festival is held on Deas Island annually and highlights the River as a multi-use resource. There are picnic areas, a viewing tower, and a group camp area, as well as a network of trails. This area might be considered in the future as a Wildlife Viewing Site under the Provincial Wildlife Viewing Program.

Eastpointe Parksite - Marina Estate:

One of four potential parksites with adjacent water access that will be acquired from the Marina Garden Estates development in Ladner. Eastpointe Parksite is a 4 acre peninsula of land between Green and Ladner Sloughs adjacent to River Road. It is intended for informal activitiy areas, walks and sitting areas in conjunction with non-contact water-oriented activities. Water access is not presently being considered because of concerns by the B.C. Ministry of Environment - Fish and Wildlife Branch.

Ernie Burnett Park:

Another potential parksite to be aquired from Marina Garden Estates, Ernie Burnett Parksite is located adjacent to Ferry Road where it crosses Green Slough. Its development is intended to provide neighbourhood amenities and non-contact water-oriented activities. Water access is not currently being considered due to concerns by the B.C. Ministry of Environment and DFO.

Ferry Road Boat Launch:

A small concrete boat launch and float with adjacent gravel parking lot at the north end of Ferry Road. Adjacent abandoned former ferry wharf that was the southern terminal of the Woodwards Landing ferry run. Wharf is presently in derelict condition and is not accessible to public. Some community interest in refurbishing wharf as public attraction. Adjoining commercial marina and large natural marsh area (Ladner Marsh). Access to Deas Slough, Ladner Reach and south arm of Fraser River from boat launch. Minimal public amenities at present. Potential for some expansion with land acquisition from adjoining Marina Garden Estate development. Could be tied into future development of Ferry Road Lineal Parkway and/or Ladner Marsh.

Ferry Road Lineal Parkway Connector:

Long, wide road right-of-way running from River Road to Ferry Road Boat Launch and old ferry wharf. Two lane road offset to one side of right-of-way provides potential for a lineal pedestrian/cycle/equestrian corridor. Road is lined with large native trees which form attractive corridor. Adjoining Marina Garden Estates development on east and Ladner Marsh on west. Area is popular for walking, and cycling.

Ladner (Old) Government Wharf:

Old timber government wharf at north end of Elliott Street in Ladner. Wharf is in good repair and is used by local fishermen as tie-up and informal weekend fish market. Adjoining commercial and industrial development. Wharf was recently turned over to Municipality for management and maintenance. Potential for development as part of comprehensive downtown fishermen's/farmer's market area.

Ladner Marsh:

Very large river marsh area west of Ferry Road and north of River Road, outside the dyke. Consists of native tree growth, slough channels and sand banks. Provides habitat to large bird and mammal population. Mostly inaccessible to public at present although there is a continuing problem with four-wheel drive and A.T.V. traffic. Also a growing conflict with seasonal hunting.

Port Guichon Floathouse Parksite:

Very small parcel of property adjacent to a recent floathouse development. Intended to provide an upland viewing area and a water access point although this has been reduced to a 20 foot wide water frontage, blocked by floats moored in adjacent water lot. Needs adjacent land acquisition although this does not appear practical at present.

George C. Reifel Migratory Bird Sanctuary:

Waterfowl sanctuary operated by the B.C. Waterfowl Society at the northwestern top of Westham Island. Open to the public, the refuge is situated on a migratory flyway and hosts many varied species of birds in any given season. The facility is a very popular public attraction and provides a staging area with parking, picnic facilties, garbage recepticle, washrooms and interpretive signage within the sanctuary. There is a modest fee levied to assist in funding the operation.

River Road West Dyke Corridor:

Portion of dike pumphouse or floodgate between Westham Island bridge and Brunswick Point that are accessible to the public. Popular areas to walk or observe river activities.

Slaughterhouse Point:

Point of land at the conjunction of Ladner Reach, Sea Reach and Canoe Pass. Under private ownership and currently being filled. It has potential for possible development as a water access area.

No acquisition plans are currently being considered.

Westham Island Park:

A small neighbourhood park situated on Westham Island Road next to Martin Slough. Located almost at the centre of the island, this is the site of the original Westham Island School. It acts as a convenient stopping place for picnics for groups of school children going to or coming from field trips at the Reifel Migratory Bird Sanctuary.

West Delta Dyke System:

Municipal dike system running from downtown Ladner to Brunswick Point, then south to the Superport Causeway. Portions of the dike are inaccessible due to development, however, other sections are available for walking and cycling.

Long range plans call for acquisition and public access to as much of the dike as practical.

South Arm Islands:

A Wildlife Management Area is being developed for this group of islands. There is a Land Act section 101 transfer in process to transfer the administration of all Crown Provincial lands in the area to the B.C. Ministry of Environment.

Future Acquisition Areas

Four Sites:

Not less than four unspecified properties with water frontage for additional public access. It is recommended that undeveloped properties or old homes be purchased over the long term in order to build up a land bank of water frontage properties.

Goals and Action Plans

Goal 1 Designate Brunswick Point as a public recreation area and develop user amenities/staging point.

Action Plan:

- Initiate action to designate areas as public recreation areas.
- Initiate long range development concept and detailed planning
- Identify funding and secure spending commitment
- Initiate development program
    - signage
    - user amenities
    - parking
    - historical recognition
- Establish staging area
- Develop Wildlife Viewing Site Plan
- Include the foreshore part in a future Wildlife Management Area
- Acquire Lot 187 for conservation and public recreation purposes

Agencies Involved:

- Corporation of Delta, B.C. Ministry of Environment, DFO, Diking Commission, FRHC.

Goal 2 Develop user amenities and water access at Chisholm Street Park Reserve.

Action Plan:

- Initiate long range development concept and detailed planning
- Identify funding sources and secure spending commitment
- Initiate development program
    - signage
    - water access
    - parking
    - user amenities

Agencies Involved:

- Corporation of Delta, FRHC, Diking Commission

Goal 3 Develop user amenities and water access at Chung Chuck River Lookout

Action Plan:

- Encourage continuing development of lookout amenities by private interests
- Develop maintenance management plan
- Develop long range upgrading plan
- Identify funding sources and spending commitments
- Initiate development program

Agencies Involved:

- Corporation of Delta, FRHC, Diking Commission, private.

Goal 4 Continued development of user amenities and facilities at Deas Island Regional Park

Action Plan:

- Improve the rowing facility, the fishing pier and boat dock
- Promote several habitat improvement projects that will enhance and protect the riverine environment
- Develop a program of interpretive signage to make Deas Island a focal point for recreation and conservation on the River.
- Include area in the Wildlife Viewing Program

Agencies Involved:

- GVRD, DFO, B.C. Ministry of Environment.

Goal 5 Confirm acquisition and develop user amenities at Eastpointe Park Site

Action Plan:

- Finalize land acquisition details
- Initiate long range development concept and detailed planning
- Identify funding sources and spending commitments
- Initiate development program

Agencies Involved:

- Corporation of Delta, B.C. Ministry of Environment, DFO, Diking Commission, private.

Goal 6 Develop user amenities and management plan for Ernie Burnett Parksite

Action Plan:
- Finalize land acquisition details
- Initiate long range concept and development details
- Identify funding sources and spending commitment
- Initiate development program

Agencies Involved:
- Corporation of Delta, B.C. Ministry of Environment, DFO, Diking Commission, private.

Goal 7 Develop additional user amenities at Ferry Road Boat Launch, acquire additional land and establish plan for disposition of old wharf

Action Plan:
- Upgrade existing public amenities and develop plan for provision of additional amenities
- Finalize land acquisition details
- Initiate long range concept and development details
- Identify funding sources and secure spending commitments
- Initiate development program
- Finalize plans for restoration or demolition of old wharf
- Establish maintenance management plan for wharf

Agencies Involved:
- Corporation of Delta, B.C. Ministry of Environment, DFO, FRHC

Goal 8 Develop user amenities and trail system along the Ferry Road Lineal Parkway Connector

Action Plan:
- Initiate long range concept and detailed planning
- Identify funding sources and secure spending commitments
- Initiate development program

Agencies Involved:
- Corporation of Delta, B.C. Ministry of Environment

Goal 9 Develop additional user amenities at (old) Government Wharf

Action Plan:

- Initiate long range concept and detailed planning
- Identify funding sources and secure spending commitment
- Initiate development program

Agencies Involved:

- Corporation of Delta, DFO, B.C. Ministry of Environment, FRHC

Goal 10 Develop additional user amenities at Ladner Harbour Park

Action Plan:

- Initiate long range concept and detailed planning
- Identify funding sources and secure spending commitments
- Initiate development program

Agencies Involved:

- Corporation of Delta, DFO , B.C. Ministry of Environment, FRHC

Goal 11 Develop a long range management plan, provide public access and establish use amenities at Ladner Marsh

Action Plan:

- Complete management plan for recreation and Cooperative Wildlife Management Site
- Initiate long range concept plan and detailed planning
- Identify funding sources and secure spending commitments
- Initiate development and maintenance program
- Develop Wildlife Viewing Site Plan for two potential sites.

Agencies Involved:

- Corporation of Delta, DFO, B.C. Ministry of Environment.

Goal 12 Develop user amenities at Port Guichon Floathouse Park

Action Plan:

- Initiate development plan
- Identify funding
- Initiate development program

Agencies Involved:

- Corporation of Delta, DFO, B.C. Ministry of Environment, Diking Commission.

Goal 13 Develop additional user amenities and programs at Reifel Migratory Bird Sanctuary

Action Plan:

- Construct gatehouse, gift shop and interpretation centre
- Encourage and assist the Society to identify funding sources and to complete the implementation plan
- Support the annual snow Goose Festival
- Include in Provincial Wildlife Viewing Program

Agencies Involved:

- B.C. Waterfowl Society, Corporation of Delta,

Goal 14 Develop additional public access to the River Road West Dyke Corridor

Action Plan:

- Pursue land acquisition and encourage development that provides public access along dyke
- Initiate land acquisition and long range land acquisition plan
- Identify funding
- Implement develop program

Agencies Involved:

- Corporation of Delta, Diking Commission, private

Goal 15 Establish a plan for acquisition and development of Slaughterhouse Point as a public recreation area

Action Plan:
- Establish a land acquisition program
- Identify a funding source for acquisition and development and secure spending commitments
- Implement development program
- Consider for Provincial Wildlife Viewing Site

Agencies Involved:
- Corporation of Delta, Diking Commission, B.C. Ministry of Environment, private

Goal 16 Continued development and provide additional user amenities at Westham Island Park

Action Plan:
- Continue development program

Agencies Involved:
- Corporation of Delta

Goal 17 Establish dike access corridor and develop basic user amenities

Action Plan:
- Initiate long range concept and development details
- Identify funding
- Implement plan

Agencies Involved:
- Corporation of Delta, Diking Commission, DFO

Goal 18 Establish acquisition and development programs for not less than four new water access sites along the dyke

Action Plan:

- Establish land acquisition plan
- Identify funding
- Establish long range concept and development details
- Implement development program

Agencies Involved:

- Corporation of Delta, Diking Commission, DFO, B .C. Ministry of Environment, FRHC, private

RECREATION UNITS

RECREATION UNIT 5 — TSAWWASSEN

Attractions— The extensive beach areas on either side of the Ferry causeway is ideal for active beach recreation. At present it is unmanaged, but heavily used. The ferries to Vancouver Island arrive and depart from here, offering an opportunity to demonstrate the transportation function the Estuary also serves The beach is limited to a relatively narrow fringe of sand along the sides of the causeway, and there is heavy traffic to and from the ferries, especially in the summer. Nevertheless, the sunny climate and the views of the Gulf Islands attract thousands of visitors every year.

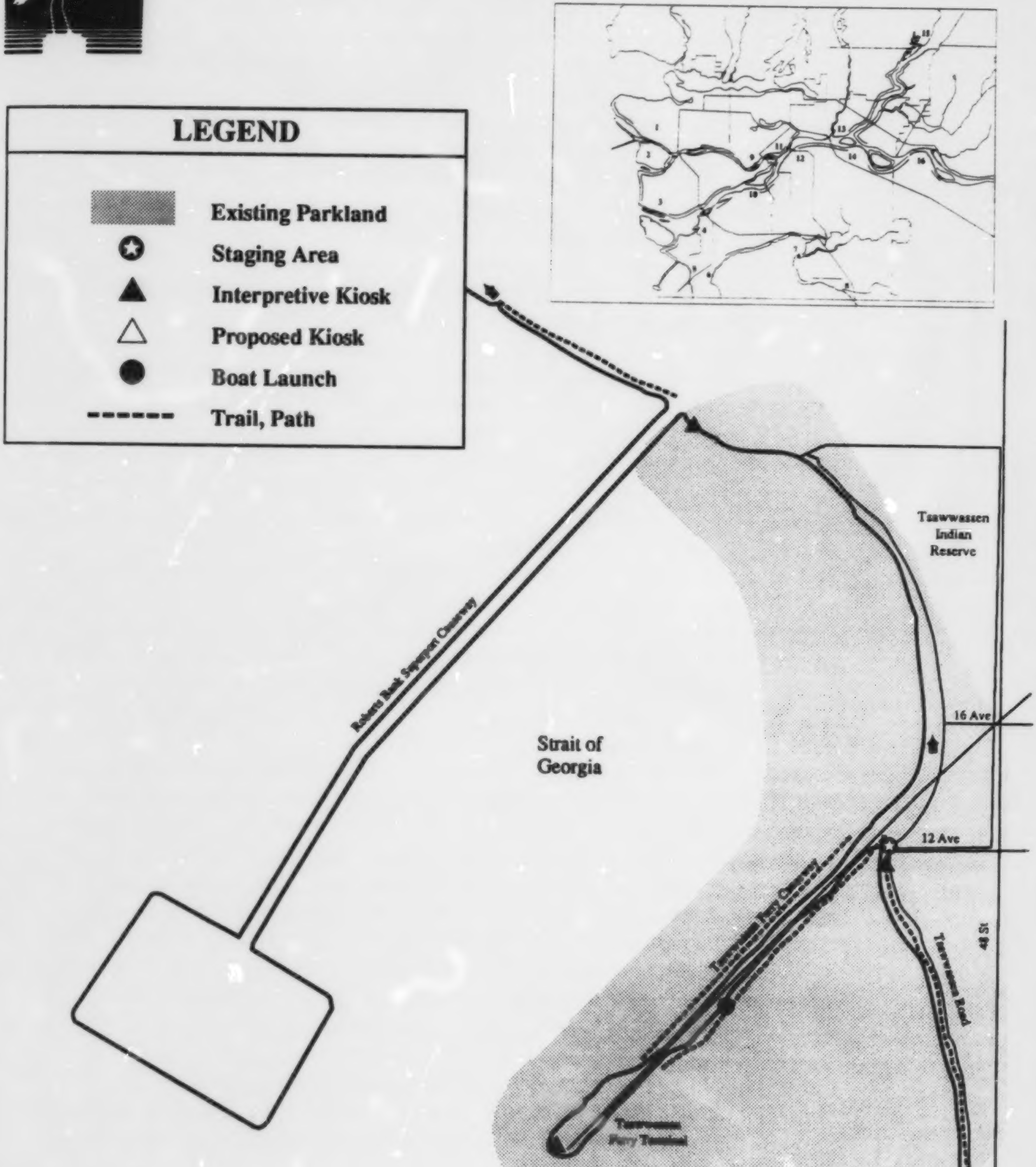
This area has an excellent viewing opportunity for waterfowl and shorebirds and has a particularly large congregation of Great Blue Herons in the area. There is some hunting opportunity in the Southweast and Northwest part of the area.

Boundaries— The northern boundary for this Unit is the Roberts Bank Superport jetty. From here there are connections to Brunswick Point and the Ladner Unit beyond, provided the railroad tracks could be safely crossed. The International Boundary on the south, the Strait of Georgia on the west, and the eastern escarpment of Point Roberts give this Unit natural boundaries.

Future Potential— Additional beaches created by the widening of the ferry causeway could improve and expand the recreational use of this area a great deal. It would also provide an opportunity for the Ferry Corporation to construct a display explaining how the Estuary is important for transportation. Future decisions by the Indian bands in Tsawwassen might result in even more opportunities, as this area has considerable potential for beach recreation.

PROPOSED RECREATIONAL UNIT #5: TSAWWASSEN

Fraser River Estuary Recreation Plan


LEGEND
▨ Existing Parkland
✪ Staging Area
▲ Interpretive Kiosk
△ Proposed Kiosk
● Boat Launch
------ Trail, Path
Tsawwassen Indian Reserve
16 Ave
12 Ave
Strait of Georgia
Roberts Bank Superport Causeway
Tsawwassen Ferry Causeway
Tsawwassen Road
48 St
Tsawwassen Ferry Terminal

Existing Recreation Areas and Facilities

B.C. Ferry Corporation - Tsawwassen Terminal Causeway:

Foreshore areas on both sides of long man-made causeway servicing Tsawwassen Ferry Terminal. Areas are not officially designated as parks and are not recognized as such by Delta, the Ministry of Transport and Highways or the B.C. Ferry Corporation. They are, however, extremely popular during the summer months and are used extensively by recreational vehicle owners, tenters and day-users. Several thousand people can be observed on any given day in good weather.

Some concerns are being voiced about existing and potential conflict with vehicle and ferry boat traffic, sanitary facilities, etc.

Future road widening plans and upgrading of the ferry terminal will undoubtedly have some effect on the recreational potential of the area.

This area, by association, needs to be considered in conjunction with the Roberts Bank Wildlife Management Area discussed further on in this summary.

This area has large populations of waterfowl and shorebirds throughout the year. It's potential for spectacular wildlife viewing is just coming to be realized. The proximity of a major transportation facility will increase it's value to the viewing public as long as negative impacts which are an inherent part of a major transportation facility are recognized and controlled.

Tsawwassen Indian Reserve Foreshore:

Foreshore area between the B.C. Ferry Corporation causeway and the Roberts Bank Superport causeway, and south of the ferry causeway is established as the Tsawwassen Indian Bank Reserve. Area between causeway contains considerable undeveloped shoreline but is not accessible to the public due to existing Indian Reserve status. Area south of ferry causeway is presently split into two sites; one leased to the Tsawwassen Yacht Club for clubhouse, wharf and boat basin amenities, and a second area now being developed as an R.V. campground by the Band. It is understood there are long range plans for extensive development of Indian lands on both sides of the ferry causeway.

Public access and use of any Indian lands would have to be the subject of negotiations with Band officials. Lack of access to the areas, or at least through them, has the effect of separating and isolating the Ladner and Tsawwassen Recreation Units.

Roberts Bank Wildlife Management Area:

The greatest potential for passive or dispersed recreation could be successfully combined with a proposed Wildlife Management Area designation. Extensive foreshore mud flats running from Canoe Pass (Brunswick Point) to the tip of Point Roberts. Area referenced here is primarily between the Superport Causeway and the International Boundary.

The area between the two causeways is extremely shallow, even at high tide, and will only accommodate very shallow draft boats and sailboards. Due to its semi-protected nature and fairly steady wind characteristics, it is a popular wind-surfing area. At low tide, extensive mud flats are exposed which attract activities such as clamdigging,crabbing, beachcombing and waterfowl hunting. Some areas are hazardous due to soft sand and caution is recommended. The Superport Causeway is used extensively for birding, walking and cycling.

The area south of the B.C. Ferry Causeway has somewhat deeper water that will accommodate sail and power boats at high tide.

Many homeowners along Tsawwassen Beach moor their boats in front of their homes during the summer. Further down the beach, the mud flats extend approximately 1/2 mile or more at low tide and are popular for beachcombing and limited clamdigging/crabbing by adjacent residents. Public access is somewhat difficult and therefore the area receives light use at present.

Numerous species of seabirds and intertidal life populate the mud flats and create an attraction for beach users.

Tsawwassen Beach:

A narrow beach area extending from the ferry causeway to Point Roberts. Public access is restricted by the Tsawwassen Indian Band reserve lands at the north end and lack of public access between the top of the bluff and the waterline. Most of the adjacent houses are built on the side slope or along the waterline.

Tsawwassen Yacht Club:

A private community-based yacht club occupying leased Indian Reserve land adjacent to the Tsawwassen Ferry Terminal causeway. This facility consists of a man-made boat basin and deep-water channel which has been dredged to accommodate water access.

No access to public at present.

Goals and Action Plans

Goal 1 Develop policy statement for long term recreational use of Tsawwassen Ferry Terminal, causeway flanks and foreshore and, if determined feasible, develop additional user amenities and management plan.

Action Plan:

- Initiate review of recreational potential, impact assessment and formulate policy for future management of recreational and marine traffic. If determined compatible, initiate long range recreational development plan
- Determine compatibility with conservation
- Identify funding sources and secure spending commitments
- Initiate upgrading of existing amenities
- Initiate development program
    - emphasize beach and water access
    - public amenities
    - sanitary facilities
    - signage
- Establish staging area

Agencies Involved:

- Corporation of Delta, Ferry Corporation, FRHC

Goal 2 Develop policy statement for long term recreational use of Tsawwassen Indian Reserve Foreshore and, if feasible, develop user amenities and a management plan

Action Plan:

- Initiate review of recreational potential, impact assessment and factors relating to cooperative development of public use of lands
- If public use is determined to be feasible, initiate long range recreational use plan in conjunction with Indian band interests.
- Initiate long range development plan
- Identify funding sources and secure spending commitments.

Agencies Involved:

- Corporation of Delta, Tsawwassen Indian Band, Indian and Northern Affairs Canada, FRHC, DFO, B.C. Ministry of Environment

Goal 3 Acquire and develop user amenities in proximity to Roberts Bank Wildlife Management Area

Action Plan:

- Initiate long range development concept and detailed planning
- Establish land acquisition plan
- Identify funding sources and secure spending commitments
- Initiate land acquisition program
- Initiate development program
  - signage
  - public amenities
  - parking
- Start development of Wildlife Management Area Plan
- Include Wildlife Viewing Site Plan in the Wildlife Management Area Plan

Agencies Involved:

- Corporation of Delta, B.C. Rail, FRHC, DFO, B.C. Ministry of Environment, private.

Goal 4 Develop policy statement for access and long term recreational use of Tsawwassen Beach

Action Plan:

- Initiate study of recreation potential and impact of public access to beach through Indian lands
- If public access is determined to be practical, initiate long term recreational use plan
- Identify funding sources and secure spending commitments
- Initiate development program
  - create multiple access points
  - signage
  - public amenities

Agencies Involved:

- Corporation of Delta, Tsawwassen Indian Band, DFO, B.C. Ministry of Environment, B.C. Hydro, FRHC, U.S. Government

Goal 5 Develop policy for cooperative use of foreshore areas in vicinity Tsawwassen Yacht Club

Action Plan:

- Initiate discussion to determine feasibility of public access to foreshore areas around yacht club lease.
- Initiate long range management plan
- Identify funding sources and secure spending commitments
- Initiate development program
    - signage
    - public amenities

Agencies Involved:

- Corporation of Delta, Tsawwassen Indian Band, private.

RECREATION UNITS

RECREATION UNIT 6 — BOUNDARY BAY

Attractions— Centennial Beach and the Boundary Bay Regional Park offer both intensive beach recreation and excellent passive recreation such as bird watching and nature study. The area is densely populated with raptors and shorebirds, and is a primary destination for bird enthusiasts. The beach itself is one of the most popular in the lower mainland, and is intensively used in summer. The dyke stretches for miles eastward from the park and is heavily used as a walking trail and bird viewing area. Much of this area is an important waterfowl hunting area during the fall and winter. There are streetend access points to the foreshore.

Boundaries— The boundaries for this Unit are the International border on the south, Boundary Bay itself on the East, and the Regional Park boundaries on the north. The dyke that parallels the shores of Boundary Bay could be considered a linear park that connects this Unit with Crescent Beach.

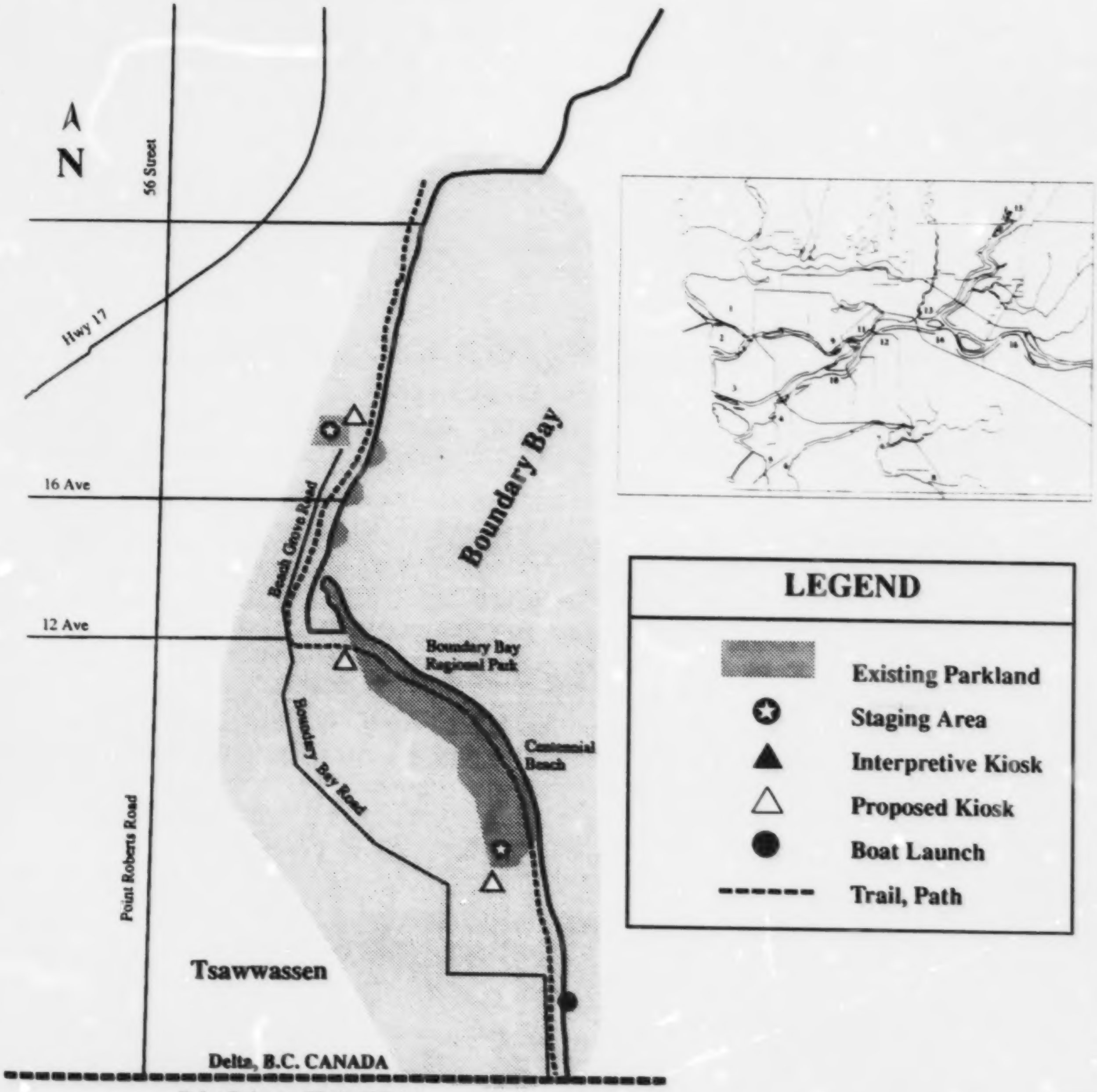
Future Potential— Expanding the regional park boundaries to include the lands east of Boundary Bay Road would greatly improve the usability of this recreation area. The provision of interpretive signing and viewing towers along the dyke would also help, along with benches and rest areas for those travelling the length of the dyke. Provision should be made in the future for a trail connection to the Crescent Beach Recreation Unit.

Most of the crown land in Boundary Bay and Mud Bay is under application for a Land Act Section 101 transfer to B.C. Ministry of Environment and will become part of a Wildlife Management Area under the administration of the B.C. Ministry of Environment.

Seven potential Wildlife Viewing Sites have been identified in Boundary and Mud Bays; a Wildlife Viewing Site Plan has been developed and will be implemented as funding becomes available.

PROPOSED RECREATIONAL UNIT #6: BOUNDARY BAY

Fraser River Estuary Recreation Plan


N
56 Street
Hwy 17
16 Ave
12 Ave
Beach Grove Road
Boundary Bay
Boundary Bay Regional Park
Boundary Bay Road
Centennial Beach
Point Roberts Road
Tsawwassen
Delta, B.C. CANADA
Point Roberts, Wash. U.S.A.
LEGEND
Existing Parkland
Staging Area
Interpretive Kiosk
Proposed Kiosk
Boat Launch
Trail, Path

Existing Recreation Areas and Facilities

Beach Grove Park:

One hectare (4 acre) partially developed neighbourhood park approximately two blocks from beach. Large native trees, picnic area, washrooms, tennis courts, horse-shoe pitch, parking. Acts as staging area for beach. May be expanded to include access to Grauer Beach and become a major staging point.

Boundary Bay Beaches:

Extensive sand beaches and mud flats on Crown foreshore and extending around the perimeter of Boundary Bay from Point Roberts to Crescent Beach in Surrey. Prime sand beaches are in area between U.S. border and 12th Avenue.

No development of amenities except at Centennial Beach Park. Access via road ends and pedestrian walks. Some power boat activity including water skiing, take place at high tide. Sailboards and small sail boats also use the area although the water is extremely shallow and at low tide recedes several miles. Area is extremely popular recreation area for local community and Lower Mainland in general.

Most of this area will be a Wildlife Management Area in the future and some restrictions on general public use may be implemented in the future.

Boundary Bay Regional Park:

Large undeveloped site situated along the Boundary Bay shoreline in a narrow strip between 12th Avenue and Centennial Beach. Adjacent to Southlands and the former Spetifore property. Old salt marsh and open meadowland. Large population of raptors and shorebirds as well as terrestrial mammals. Limited sand beach and extensive mud flats along old dike. Undeveloped trails transverse the dunes, and at low tide the sand flats extend for hundreds of yards offshore. Brant hunting takes place adjacent to the park in March.

Future Acquisition Areas and Facilities

Boundary Bay Regional Park Expansion

GVRD Parks is hoping to acquire additional large acreage to expand this parksite.

Grauer Beach Area

Potential acquisition of 20 to 50 acres between foreshore, Beach Grove Park and beyond, for future development of upland beach amenities, picnic facilities and other community facilities. Potential linkage with future community athletic park.

Goals and Action Plans

Goal 1 Develop additional user amenities and expand Beach Grove Park

Action Plan:

- Initiate long range development plan
- Establish land acquisition plan
- Identify funding sources and secure spending commitment
- Initiate development and land acquisition program
  - emphasize beach access feature
  - establish staging area

Agencies Involved:

Corporation of Delta, DFO, FRHC, B.C. Ministry of Environment, Private

Goal 2 Develop a Boundary Bay Wildlife Management Area

Action Plan:

- Develop a Wildlife Management Area Plan
- Complete Land Act Section 101 transfer process
- Develop Wildlife Viewing site at seven identified sites
- Pursue RAMSAR designation for Boundary Bay/Mud Bay
- Acquire remaining privately owned lands outside the dykes to include in Wildlife Management Area

Agencies Involved:

- Corporation of Delta, B.C. Ministry of Environment, Canadian Wildlife Service, GVRD, FREMP, OIC 908 Committee

Goal 3 Develop expanded maintenance program for Boundary Bay Beaches

Action Plan:

- Initiate long range maintenance plan
- Establish funding sources and secure spending commitment
- Initiate upgraded maintenance program

Agencies Involved:

- Corporation of Delta, DFO, B.C. Ministry of Environment, FRHC

Goal 4 Initiate development of the GVRD owned lands at Boundary Bay Regional Park to improve on existing recreation activities, while pursuing goal of expanding land area and first phase of development

Action Plan:

- Begin immediately to improve trails in GVRD-owned lands
- Develop an interpretive loop to focus on area's natural attributes
- Improve the walking trail along dike from 12th Avenue to Centennial Beach
- New access road, visitors centre, concession building improved parking and picnicking all contingent upon getting additional land adjacent to present park boundaries.

Agencies Involved:

- GVRD, Corporation of Delta

Goal 5 Redevelop and expand Centennial Beach in conjunction with Boundary Bay Regional Park

Action Plan:

- Initiate long range development and expansion concept
- Establish funding sources and secure spending commitment
- Initiate development program
    - upgraded and additional user amenities
    - improved public access
    - develop staging point
    - landscaping
    - improve park amenities

Agencies Involved:

Corporation of Delta, GVRD, DFO, B.C. Ministry of Environment, FRHC, Diking Commission

Goal 6 Develop a long term solution to the seasonal hunting conflict centred on the "Brant Spit" adjacent to Boundary Bay Regional Park

Action Plan:

- Develop plan to reach meaningful settlement of perennial confrontation.

Agencies Involved:

- Corporation of Delta, B. C. Ministry of Environment, private land-owners

Goal 7 Upgrade existing street and beach access in Beach Grove

Action Plan:

- Initiate conceptual and detailed planning for each site
- Establish funding sources and secure spending commitment
- Establish development schedule
- Initiate development program
    - signage
    - landscaping
    - parking where appropriate
    - surface treatment
    - miscellaneous amenities

Agencies Involved:

- Corporation of Delta

Goal 8 Upgrade existing pedestrian beach access walks in Boundary Bay Village

Action Plan:

- Initiate conceptual and detailed planning for each site.
- Establish development schedule
- Initiate development program
    - signage
    - landscaping
    - parking where appropriate
    - surface treatment
    - miscellaneous amenities

Agencies Involved:

- Municipality of Delta, DFO, B.C. Ministry of Environment

Goal 9 Upgrading existing street end access points in Boundary Bay Village.

Action Plan:

- Initiate conceptual and detailed planning for each site
- Establish funding sources and secure spending commitment
- Initiate development program
  - signage
  - landscaping
  - parking where appropriate
  - surface treatment
  - miscellaneous amenities

Agencies Involved:

- Corporation of Delta, DFO, B.C. Ministry of Environment

Goal 10 Acquire additional lands, initiate long range development plan and commence development for Southland/Spetifore property designated as future parkland, adjacent to Boundary Bay Regional Park.

Action Plan:

- Delta and GVRD Parks to cooperate on the acquisition of lands in adjacent areas.

Agencies Involved:

- Corporation of Delta, GVRD

Goal 11 Acquire land, initiate development plan and commence development of Grauer Beach lands.

Action Plan:

- Initiate land acquisition program
- Initiate concept for long range park development
- Establish funding souces and secure spending commitments
- Initiate development program
  - new amenities for beach users
  - new community athletic park amenities
  - landscaping and miscellaneous park amenities

Agencies Involved:

- Corporation of Delta, Agricultural Land Commission, DFO, B.C. Ministry of Environment, FRHC, Diking Commission

RECREATION UNIT 7 — CRESCENT BEACH

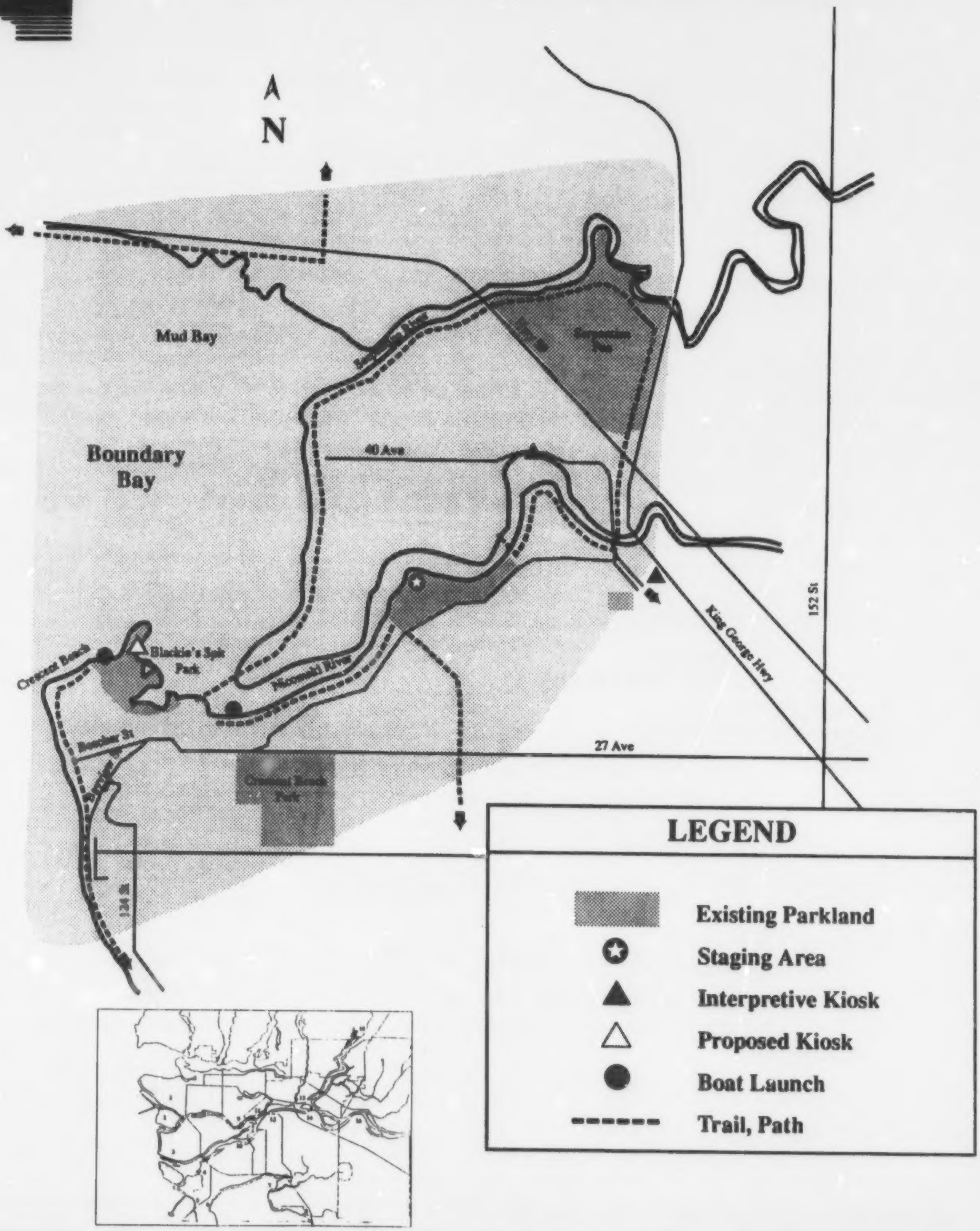
Attractions— Blackie's Spit Nature Park, Serpentine Fen, the Dunsmuir Farm, Elgin Heritage Park, and Mud Bay offer excellent recreation opportunities. The area abounds with birds and other wildlife, including seals. Crescent Beach is clean and very popular in the summer, and there is a public wharf for temporary tie-up and fishing. The historic Stewart farmhouse has been restored and contains a weaving center. Nature study and boat moorage are being considered for the park. The Nicomekl River is used for fishing canoeing and kayaking.

Boundaries— The boundaries for this Unit are the Boundary Bay dyke west of the Serpentine River, Serpentine Fen on the east, and the channels of both the Nicomekl and Serpentine rivers. The Unit naturally connects to the White Rock Recreation Unit on the south via Ocean Park. A narrow trail parallels the railroad track along the shoreline, which is heavily used for recreation, especially at low tide.

Future Potential— Blackie's Spit Nature Park, Elgin Heritage Park and walkway dedications along the Nicomekl River have greatly enhanced the recreation potential of this area. Much of the area included in this Recreation Unit consists of privately owned farmlands and dykes. This makes it ideal for agricultural interpretation, with the importance of farming in the Estuary being highlighted by signing.

PROPOSED RECREATIONAL UNIT #7: CRESCENT BEACH

Fraser River Estuary Recreation Plan


N
Mud Bay
Boundary Bay
Serpentine River
Hwy 99
Serpentine Fen
40 Ave
Nicomekl River
Blackie's Spit Park
Crescent Beach
Beecher St
27 Ave
Crescent Beach Park
128 St
King George Hwy
152 St
LEGEND
▨ Existing Parkland
✪ Staging Area
▲ Interpretive Kiosk
△ Proposed Kiosk
● Boat Launch
------ Trail, Path

Existing Recreation Areas and Facilities

Serpentine Fen:

- Natural bird habitat protection area. Viewpoint and parking.

Blackie's Spit:

- Natural saltwater marsh, beach and dune area. Public beach has parking, washrooms, outside shower, protected swim area, boat launch area.

Dunsmuir Farm:

- This site is jointly owned by the District of Surrey and the Ministry of Crown Lands. Presently the site has some old farm buildings but is otherwise undeveloped.

Elgin Heritage Park:

- This 12 hectare (30 acre) site includes the Stewart Farmhouse, Hooser Weaving Centre and Ward's Public Marina.

Crescent Beach Walkway:

- A public walkway exists along Crescent Beach from Maple Street to Blackie's Spit. The Beacher Place Community Centre is located in Crescent Beach Village.

Future Recreation Areas and Facilities

Crab Fishing Pier:

- Currently, reconstruction of the crab fishing pier in the original location near Blackie's Spit is being considered.

Blackie's Spit:

- Develop this area into a Natural Area Interpretive Park.

Heritage Locations:

- There is a possibility of relocating Surrey Museum or develping a Satellite Museum along the Crescent Road Corridor.
- Other structures and artifacts are being examined for future heritage preservation.

Goals and Action Plans

GOAL 1 Encourage the preservation and development of heritage sites along the Crescent Road Corridor.

Action Plans:

- Explore the feasibility of designation and development of Dunsmuir Farm into an Archaeological Interpretive Centre.
- Explore the feasibility of relocating Surrey Museum or developing a Satellite Museum along the Crescent Road Corridor.
- Reconstruct the crab fishing pier in its original location near Blackie's Spit.
- Develop Blackie's Spit as a Natural Area Interpretive Park.
- Surrey to seek support from the Provincial and Federal Governments for restoration of the Stewart/ Chantrell property as a turn-of -the-century working Victorian farm.
- continue to research and study the history of the area; its numerous structures and abundant artifacts.
- Seek alternate locations for commercial marina development when conflicting with various historic sites.

Agencies Involved:

- District of Surrey, Federal and Provincial Government, White Rock and Surrey Naturalists, Heritage Groups, private developers and landowners.

GOAL 2 There is a long-term goal to develop a river front trail on dykes along the south shore of the Nicomekl River between Elgin and Crescent Beach.

Action Plans:

- Surrey to consider the acquisition of some upland sites adjacent to the Nicomekl River beween Stewart Farm and Crescent Beach. These upland sites have panoramic views of the entire Nicomekl River floodplain (part of the Fraser River Estuary)
- Promote private entrepeneurs to develop boat launch facilities, rental facilities for day use of canoes, wooden rowboats and bicycles at key locations along the corridor.

Agencies Involved:

- District of Surrey, private business.

GOAL 3 Extend the existing Crescent Beach Seawalk along the shore to provide a continuous pedestrian walkway circulating the Semiahmoo Peninsula.

Action Plans:

- complete the Crescent Beach Waterfront Walkway Feasibility Study.
- develop a course of action for funding and implementation of the Feasibility Study.

Agencies Involved:

- District of Surrey, private landowners, Burlington Northern Railroad

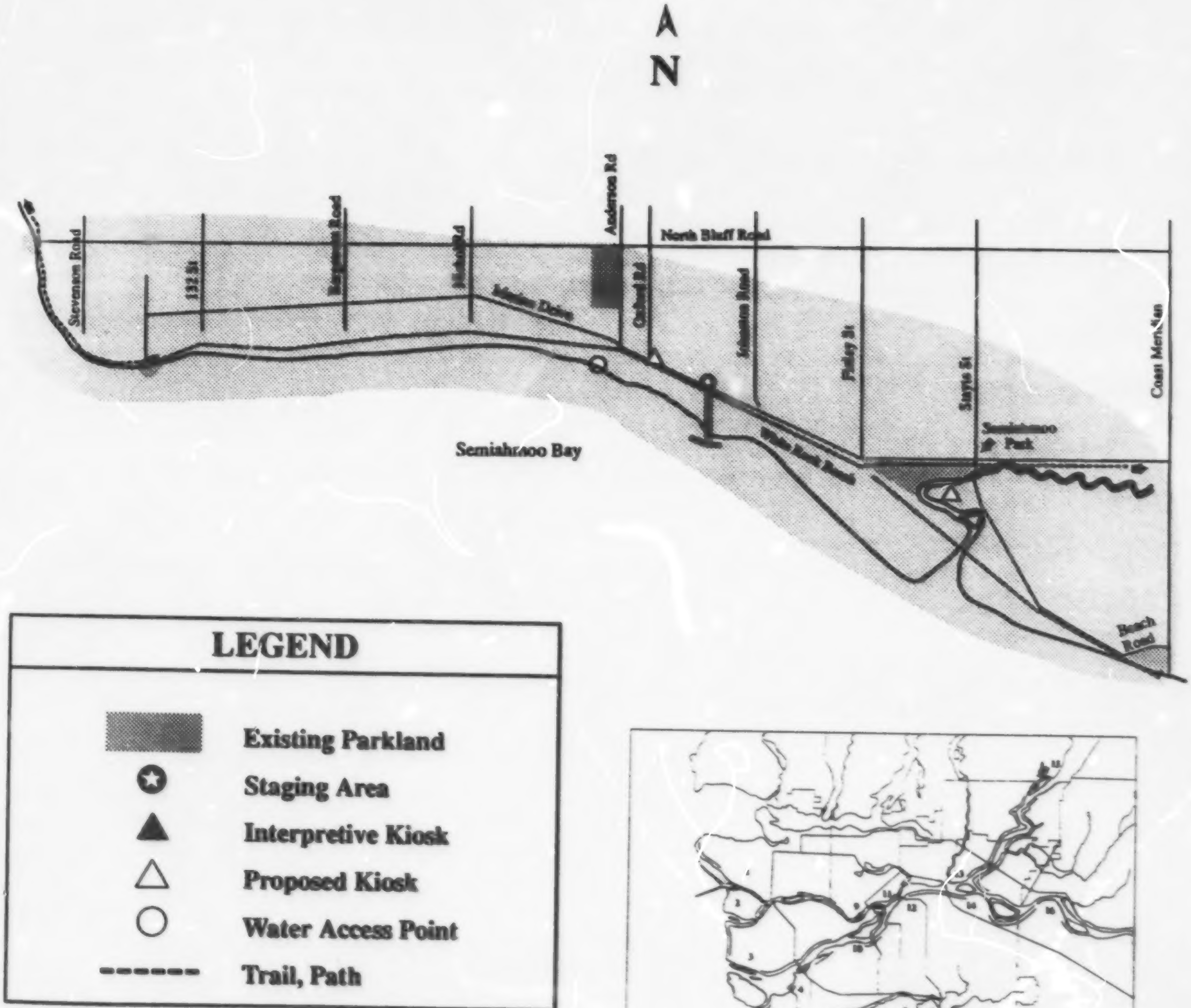
RECREATION UNIT 8 — WHITE ROCK

Attractions-- The beach at White Rock is popular year round, but especially in the summer. The White Rock Pier is a popular attraction. Here people can tie up their boats, walk or fish for crabs. The views are spectacular, with the San Juan Islands and Mt. Baker dominating the scene. This Unit is the most purely marine part of the Estuary and can sustain larger numbers of beach users without severely damaging valuable habitat. As such its potential for intensive recreation is very high.

Boundaries-- This Unit borders on the U.S. to the south, where Peace Arch Provincial Park is the dominant feature. Marine Drive with its variety of shops and restaurants is an interesting diversion from the more natural features, and forms the eastern boundary. The Unit includes the shoreline of Semiahmoo Bay and Ocean Park, and connects to Crescent Beach via a linear trail along the shoreline.

Future Potential-- White Rock is one of the more fully developed of the Recreation Units, and there is not much room for expansion of the facilities. It is a part of the Estuary however, and since many people visit the site it would provide an excellent venue for introducing the rest of the Estuary to those who might only be visiting the beach. Interpretive signing at a kiosk there showing the entire estuary would be a useful addition to this Unit. Connecting Peace Arch Provincial Park across to Ocean Park to the north as has been proposed would greatly solidify recreation opportunities here. The District of Surrey is improving pedestrian access down the bluffs to the beach at some of the street ends in Ocean Park. Eventually it is hoped that the existing Crescent Beach Waterfront Walkway will connect to the White Rock Linear Park and continue to the Semiahmoo Parksite, forming a continuous pedestrian walkway encircling the Semiahmoo Peninsula.

PROPOSED RECREATIONAL UNIT #8: WHITE ROCK
Fraser River Estuary Recreation Plan


N
Stevenson Road
132 St
Bergstrom Road
Anderson Rd
North Bluff Road
Marine Drive
Oxford Rd
Johnston Road
Finlay St
Stayte St
Coast Meridian
Semiahmoo Park
Semiahmoo Bay
White Rock Road
Beach Road
LEGEND
Existing Parkland
Staging Area
Interpretive Kiosk
Proposed Kiosk
Water Access Point
Trail, Path

Existing Recreation Areas and Facilities

White Rock - Marine Drive Linear Unit:

This park site has now been amalgamated and serviced as a linear park unit instead of the previously existing Bayview and Memorial Parks.

There is a gravel parking lot as part of this unit at the end of Cypress St. and 4 parking lots adjacent to Marine Drive in the Promenade area. Washrooms (at the end of the pier) and picnic facilities are available in the Promenade area. There are washrooms at the end of Oxford St. and at the end of Balsam St. (near Cypress staging area).

Semiahmoo Park:

This park site has a large gravel parking lot that can accomodate 150 vehicles. There are washrooms, children's play facilities, active sports facilities, passive open spaces, a bandstand and other recreational amenities.

Future Acquisition Areas and Facilities

WHITE ROCK LINEAR PARK UNIT

White Rock will continue to acquire property south of Marine Drive between Finlay Street and Duprez Street to be used for public purposes.

Goals and Action Plans

GOAL 1 Continue to improve the quality of existing parks with emphasis on their walkway system and enhancement of ravines and natural areas.

Action Plan:

- White Rock Parks Dept. will continue to use yearly capital budget on small scale development as set forth in the Official Community Plan.

Agencies Involved:

- City of White Rock.

GOAL 2 Maintain the foreshore in a natural state and not permit commercial activity of any type to occur in this area.

Action Plan:

- Allow some commercial activity on special days, such as Sea Festival.
- Permit some other uses which support the natural, family oriented character of the beach.

Agencies Involved:

- City of White Rock, private sector.

GOAL 3 Develop facilities at Semiahmoo Park to further enhance its function as a staging area.

Action Plan:

- Continue to negotiate for the preservation and further enhancement of the Park with the District of Surrey and the Semiahmoo Band.
- Complete the Crescent Beach waterfront walkway feasibility study.
- Examine potential for nature interpretation signage, once walkway feasibility study is complete.

Agencies Involved:

- District of Surrey, Semiahmoo Band, City of White Rock.

RECREATION UNIT 9 — FRASER FORESHORE

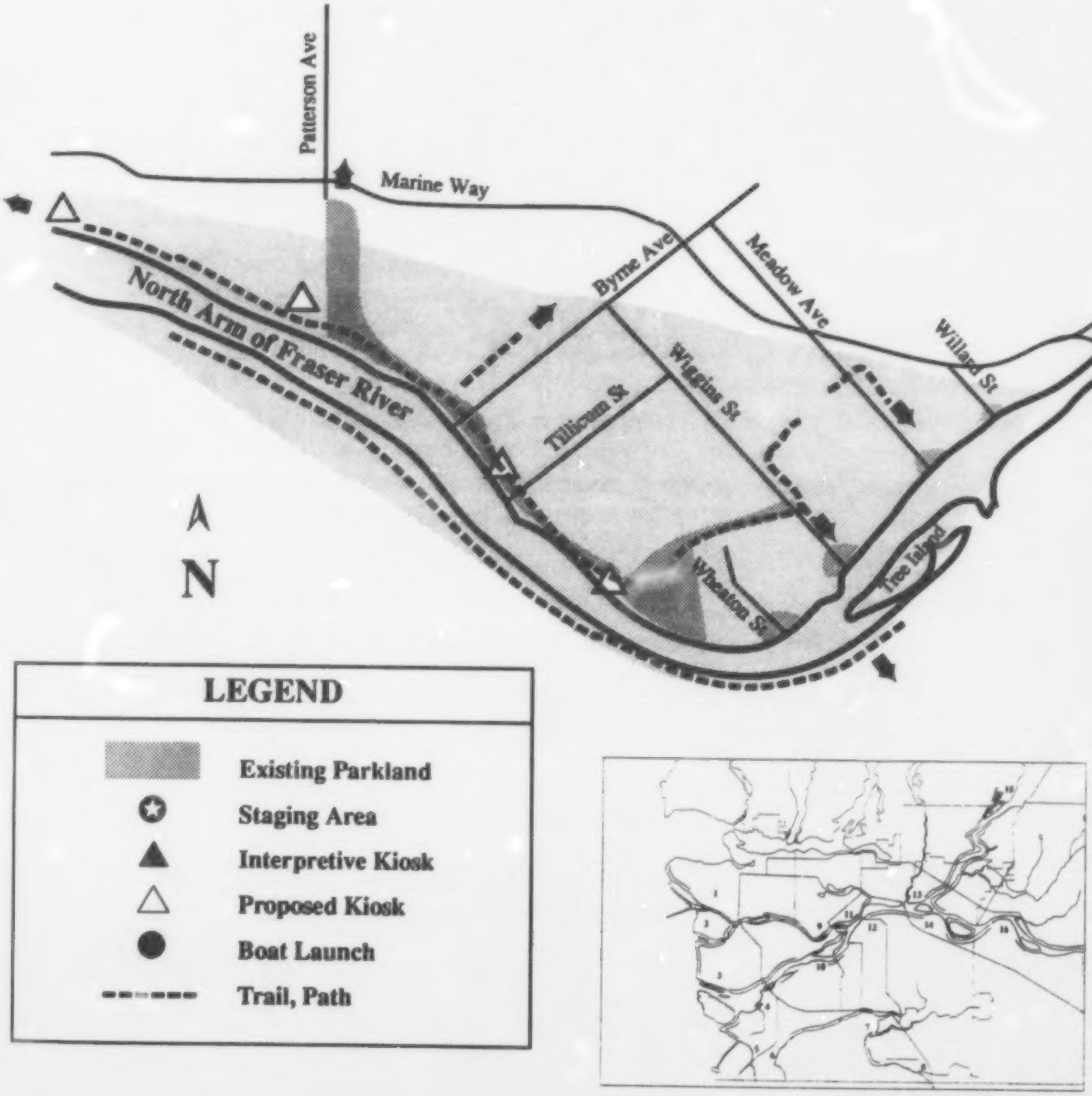
Attractions— The sandy beach that fronts the park at the bend in the Fraser here is popular as a fishing area as well as for picnicking and sunbathing. There are tables and a landscaped grassy area with trees for shade. River traffic here is interesting because of the narrowness of the channel. Across the River, the natural shoreline outside of River Road in Richmond forms the southern view, creating a total river experience for this Unit. There is a staging area consisting of a parking lot, washrooms and a good trail system along the River. Of further interest is the industrial loading operation that transverses the pedestrian pathway, which is closed off from the public during loading, but open otherwise. It is an excellent example of industry and recreation co-existing in one location.

Approximate Boundaries— This Unit takes in all the Fraser Foreshore Park as it follows the River shoreline downstream from the bend in the River to Patterson Avenue, where the park extends north to meet Marine Way and beyond to include Riverway Sports Complex. Access to Vancouver and other parts of Burnaby and New Westminster is provided through major trail links leading upland from the River.

Future Potential— Trails extending eastward from Vancouver could be linked to the existing and proposed trails of the Fraser Foreshore Park to expand the recreational experience along this stretch of shoreline. Further links to street end parks are proposed at Wheaton Street, Wiggins Street, Meadow Avenue and Willard Street, providing public access to the River in the industrial area east of the bend. An interpretive theme display should be erected at the Commonwealth Construction site to explain their use of the River, which would be especially interesting to read when the loading is underway. The lands in Richmond, north of River Road should be secured as a part of the linear River park for that shoreline, and link eventually to the Northeast Richmond Bog Forest Area.

PROPOSED RECREATIONAL UNIT #9: FRASER FORESHORE

Fraser River Estuary Recreation Plan


Patterson Ave
Marine Way
Byrne Ave
Meadow Ave
Willard St
Wiggins St
Tillicum St
Wheaton St
Tree Island
North Arm of Fraser River
N
LEGEND
Existing Parkland
Staging Area
Interpretive Kiosk
Proposed Kiosk
Boat Launch
Trail, Path

Existing Recreation Areas and Facilities

Fraser Foreshore Park:

An 34 hectare (85 acre) park offering access to the natural amenities of a river edge environment, as well as parking, picnic areas, waterfront trails, bar fishing and viewpoints on the Fraser River.

Future Acquisition Areas and Facilities

Street End Parks:

The Big Bend Development Plan designates the Wheaton Street, Wiggins Street, Meadow Avenue, and Willard Streets rights-of-way adjacent to the Fraser River as street end Parks with connections to the adopted park/trail system.

Destination Park:

Plans call for a 40 acre park at the east end of the existing Fraser Foreshore Park to be developed as a major destination point with areas for picnicking and other similar uses. The land needed for the development of this park is under negotiation.

Policy on dual Public and Industrial Access Opportunities:

Burnaby Council has adopted the recommendation that a policy guideline be adopted requesting staff to pursue the provision of dual public and industrial access opportunities, where feasible in major new developments or redevelopments abutting the Fraser River.

Goals and Plans

Goal 1 To acquire the private property required for Destination Park. This 16.2 hectare (40 acre) parksite will provide additional recreational opportunities and facilities.

Action Plan:

- Acquisition negotiations with C.N.R. are ongoing

Agencies Involved:

- Municipality of Burnaby, private landowner (C.N.R.)

Goal 2 Provide trail access to street end parks at Wheaton Street, Wiggins Street, Willard Street and Meadow Avenue, street end rights-of-way adjacent to the Fraser River.

Action Plan:

- Include funds for development in future trail program

Agencies Involved:

- Burnaby Parks and Recreation Commission

Goal 3 Develop street end parks at Wheaton Street, Wiggins Street, Willard Street and Meadow Avenue, street end rights-of-way adjacent to the Fraser River.

Action Plan:

- Include funds in future capital development program

Agencies Involved:

- Municipality of Burnaby - Parks and Recreation Commission

Goal 4 Provide interpretive signs at selected locations

Action Plan:

- Investigate possibility of co-operative funding

Agencies Involved:

- Burnaby Parks and Recreation Commission, NFHC, possibility of several private industries situated along the Fraser River

RECREATION UNIT 10 — ANNACIS

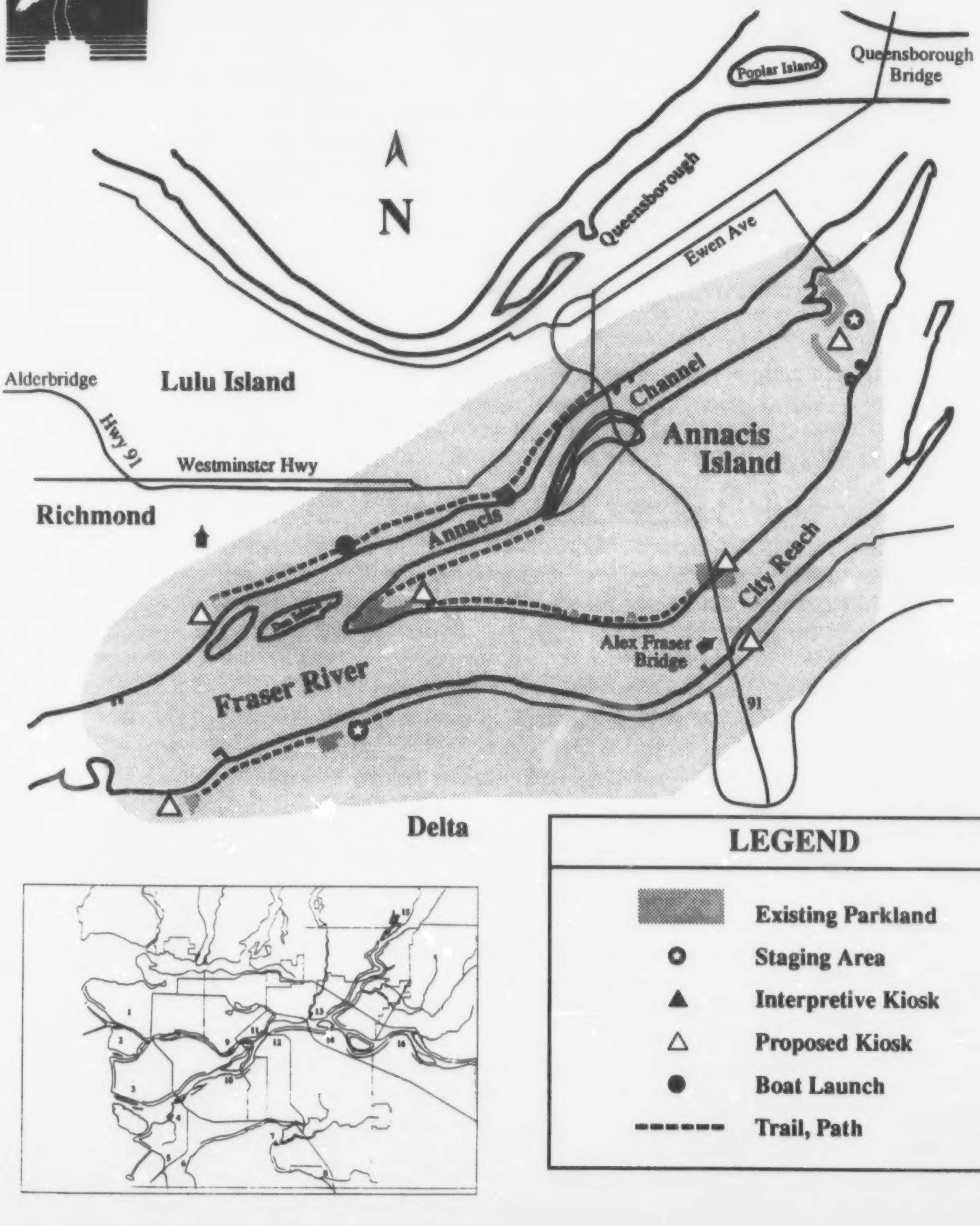
Attractions— There is at present little recreation carried out in this Unit, mainly because of restricted access, industrial development and private property, but the potential here is tremendous. There are extensive river bars and beaches on the south shore of Annacis Island, and on Don Island. The Don and Lion Island portion of this Unit make an excellent boating destination, easily reached from the protected waters of the Annacis Channel. The shoreline along this entire stretch is colorful and interesting, with a variety of boats and boat-related activities located here. A scenic dyke road extends from the Alex Fraser Bridge to the proposed port development on Richmond's southern shore. The western tip of Annacis Island is a natural area with a great variety of bird life,including a heronry and nesting eagles.

Approximate Boundaries— This Unit includes the western portion of Annacis Island, where industrial development is sheduled to begin soon. It includes the undyked Don and Lion Islands, and the shoreline of Richmond from the Fraser Bridge to the new port development on the south shore of Richmond. It also includes the north shore of Delta because of its parks and fishing bars, as well as the boat launches and marinas.

Future Potential— This Unit has a great deal of potential. There is an opportunity to mplement the goals of the recreation concept by keeping non-river-dependent industries back from the shoreline, and providing industrial theme displays for those new industries there that require river access. Don and Lion Islands are presently undeveloped, and should be preserved as examples of undyked floodplain islands typical of much of the river before urban development. The beaches on the south shore of Annacis Island should be kept for recreation, as they are both extensive, and of very high quality. The upland vegetation should be preserved for its recreational and habitat value.

PROPOSED RECREATIONAL UNIT #10: ANNACIS

Fraser River Estuary Recreation Plan


N
Poplar Island
Queensborough Bridge
Queensborough
Ewen Ave
Channel
Annacis Island
Lulu Island
Alderbridge
Hwy 91
Westminster Hwy
Richmond
Annacis
City Reach
Alex Fraser Bridge
91
Fraser River
Delta
LEGEND
▨ Existing Parkland
○ Staging Area
▲ Interpretive Kiosk
△ Proposed Kiosk
● Boat Launch
------ Trail, Path

Existing Recreation Areas and Facilities

Audley Boulevard Canal:
Picnic areas, shade trees, lawn landscaping, seating.

Cadet Park:
Parking, trash containers, tidal flats, fishing bar, beach area landscaping, native scrub tree growth, views of adjoining industry and marinas.

Belgrave Avenue Park Reserve:
Undeveloped site with native tree growth and scrub. Potential for development of parking, washrooms, ball diamond, picnic area, children's play amenities, signage, viewpoints and limited water access. This site is designated as a future staging area.

Annacis Channel Foreshore Reserve:
Undeveloped lineal area outside dike with native trees and scrub growth. Potential for development of trail, sitting areas, boardwalk, viewpoints, signage.

West Point Environmental Reserve:
Undeveloped marsh area outside dike at west tip of island. Native tree growth and dense undergrowth. B.C. Hydro transmission tower base and storm drainage outfall occupy site. Potential for minimal development. Possible contact point for canoe trips. Not recommended for general access.

Pedestrian Access Point 'D':
Undeveloped pedestrian access walk from street end (cul de sac). Will provide pedestrian access to beach frontage outside dike where adjoining industry does not restrict use. Native tree cover and underbrush.

Pedestrian Access Point 'E':
Same as pedestrian access point 'D'.

Street Ends:
Undeveloped street ends terminating at dyke. Little or no development and limited pedestrian access. Potential viewpoints or bar fishing areas.

Lagoon Access Walk:
Pedestrian walk from Cliveden interchange to foreshore area around Fisheries Enhancement Lagoon. Limited development. Potential for future pedestrian water access, trails, picnicking, viewpoint, interpretive signage.

Dow/Delta Fishing Bar:

Partially-developed fishing bar with a gravel parking lot, security lighting, native trees and undergrowth, beach area, views. Potential for development of picnic area, trails, viewpoints etc.

River View Park Reserve:

Undeveloped narrow foreshore area with tidal marsh adjacent to road shoulder and undeveloped sandfilled building lot on opposite side of road. Potential for development of viewpoints, boardwalk, fishing pier or float, parking, washrooms, picnic area etc.

River Road, Richmond:

Scenic rural road parallelling Annacis Channel with boat yards, float homes and small riverside boatworks. This is part of the Richmond trails plan, and extends from the Annacis Channel bridge to the new port development on the south shore of Lulu Island.

Future Acquisition Areas and Facilities

Alex Fraser Bridge Tower Islands:

The sand islands created during bridge construction support the main bridge tower on both sides of the channel. Potential for development of viewpoints, pedestrian walks, parking, picnic areas, water access, boat or canoe landing, heritage interpretive signage etc.

Low Level Bridge Foreshore:

Potential development of viewpoints, pedestrian walks, picnic area, water access, boat and canoe landing, signage, etc. Potential for linkage between Fisheries Enhancement Lagoon and Annacis Channel Foreshore Reserve.

Don and Lion Island

These two undeveloped and undyked privately-owned islands are currently used as a recreational destination for small boats. Although they have great potent ial for a destination or marine park with scenic and conservation value, there is no present acquisition plan. The Islands are currently listed as Open Space in Richmond's Official Community Plan. The owners are interested in retaining the log booming rights, which are the primary use of these islands at present.

Goals and Action Plan

Goal I Develop additional user amenities at four points on the Audley Canal

Action Plan:

- Identify funding sources, seeking participation from private enterprise
- Initiate development schedule

Agencies Involved:

- Municipality of Delta, Grosvenor International, private

Goal 2 Develop basic user amenities, install fencing, informational signage, etc. at Cadet Park

Action Plan:

- Identify funding sources
- Secure FRHC commitment to permit development of this property and participate in funding
- Initiate development schedule, long range development plans and budget estimates

Agencies involved:

- Municipality of Delta, FRHC, private

Goal 3 Develop full park amenities including parking, washrooms, ballfield, trails, children's area etc. at Belgrave Avenue Park Reserve

Action Plan:

- Initiate long range development plans and establish budget estimates
- Identify funding sources, seeking participation from private enterprise
- Initiate development schedule

Agencies involved:

- Municipality of Delta, Grosvenor International, B.C. Ministry of Environment

Goal 4 Construct trail and boardwalks at Annacis Channel Foreshore Park. Provide seating, picnic areas signage and work with developer to provide public parking

Action Plan:

- Finalize land acquisition details with Grosvenor International
- Initiate long range development plans and establish budget estimates
- Identify funding sources
- Secure regulatory agency approval
- Initiate development schedule

Agencies Involved:

- Municipality of Delta, Grosvenor International, B.C. Ministry of Environment

Goal 5 Construct access trails and boardwalks at West Point Reserve. Install signage and basic user amenities

Action Plan:

- Finalize land acquisition details
- Initiate long range development plans and estimates
- Identify funding sources
- Secure regulatory agency approval
- Initiate development

Agencies Involved:

- Municipality of Delta, Grosvenor International, B.C. Ministry of Environment, B.C. Hydro, private owners.

Goal 6 Develop pedestrian access walks at Access Points 'D' and'E'. Install signage and basic user amenities

Action Plan:

- Finalize land acquisition/designation details
- Identify funding source and initiate construction

Agencies Involved:

- Municipality of Delta, Grosvenor International

Goal 7 Develop street ends to provide viewpoints or water access as appropriate, depending on location

Action Plan:

- Initiate development plans and estimates
- Identify funding sources and initiate construction

Agencies involved:

- Municipality of Delta

Goal 8 Develop additional amenities at the Fisheries Enhancement Lagoon to provide trails, viewpoints, picnic areas, interpretivesignage etc. Link up with Low-Level Bridge Park site at Annacis Channel Lineal Park.

Action Plan:

- Initiate development plans and cost estimates
- Identify funding sources
- Secure B.C. Ministry of Environment approval of development plans
- Initiate development

Agencies Involved:

- Municipality of Delta, Ministry of Transport and Highways, B.C. Ministry of Environment

Goal 9 Develop additional user amenities at Dow/Delta Fishing Bar

Action Plan:

- Initiate development plans and estimates
- Identify funding sources
- Reaffirm waterlot lease
- Initiate development

Agencies Involved:

- Municipality of Delta, FRHC

Goal I0 Develop new amenities at River View Park Reserve to provide parking, washrooms, picnic areas, boardwalk, fishing platform, viewpoint, interpretive signage, etc.

Action Plan:

- Initiate development plans and estimates
- Identify funding sources
- Obtain foreshore waterlot lease
- Reach agreement with Westbay Boat Works over use of waterlot area
- Initiate development

Agencies involved:

- Municipality of Delta, FRHC, private

Goal II Acquire High-Level Alex Fraser Bridge Tower Islands and Low-Level Bridge Foreshore areas and establish development plan to provide appropriate amenities

Action Plan:

- Acquire right to access and develop high-level bridge tower island areas and low-level bridge flank areas from Ministry of Transport and Highways
- Initiate long range development plans and estimates
- Identify funding sources and initiate development

Agencies Involved:

- Municipality of Delta, Ministry of Transport and Highways, FRHC

Goal I2 Establish overall linkage plan, provide industrial interpretation at selected sites

Action Plan:

- Develop overall linkage plan and establish timetable and budget estimates
- Contact selected industries to develop informational signage program
- Commence securing rights-of-way where required across private lands
- Identify funding sources. Encourage private contributions and sponsorship for development and maintenance
- Initiate development

Agencies involved:

- Municipality of Delta, Grosvenor International, B.C. Ministry of Environment, FRHC, Ministry of Transport and Highways, private

Goal I3 Develop a walking and cycling trail along River Road in Richmond.

Action Plan:

- Continue to pursue the goals of the Richmond Trails Plan and connect the publicly-owned lands along the River with a continuous trail system.
- Secure portions of the dyke that are not already under public control
- Institute a signing and information program about the trail and its attractions.

Agencies Involved:

- Township of Richmond, Dyking Commission, private

Goal I4. Acquire use of Don And Lion Islands for recreational purposes and construct minimal facilities.

Action Plan:

- Contact present owners about using upland
- Draft plans for minimal facilities
- Investigate funding sources for acquisition of upland areas

Agencies Involved:

- FREMP - Recreation Activity Group, Township of Richmond, Ecological Reserves- B.C. Ministry of Parks, B.C. Ministry of Environment, private, DFO.

RECREATION UNIT 11 — NEW WESTMINSTER

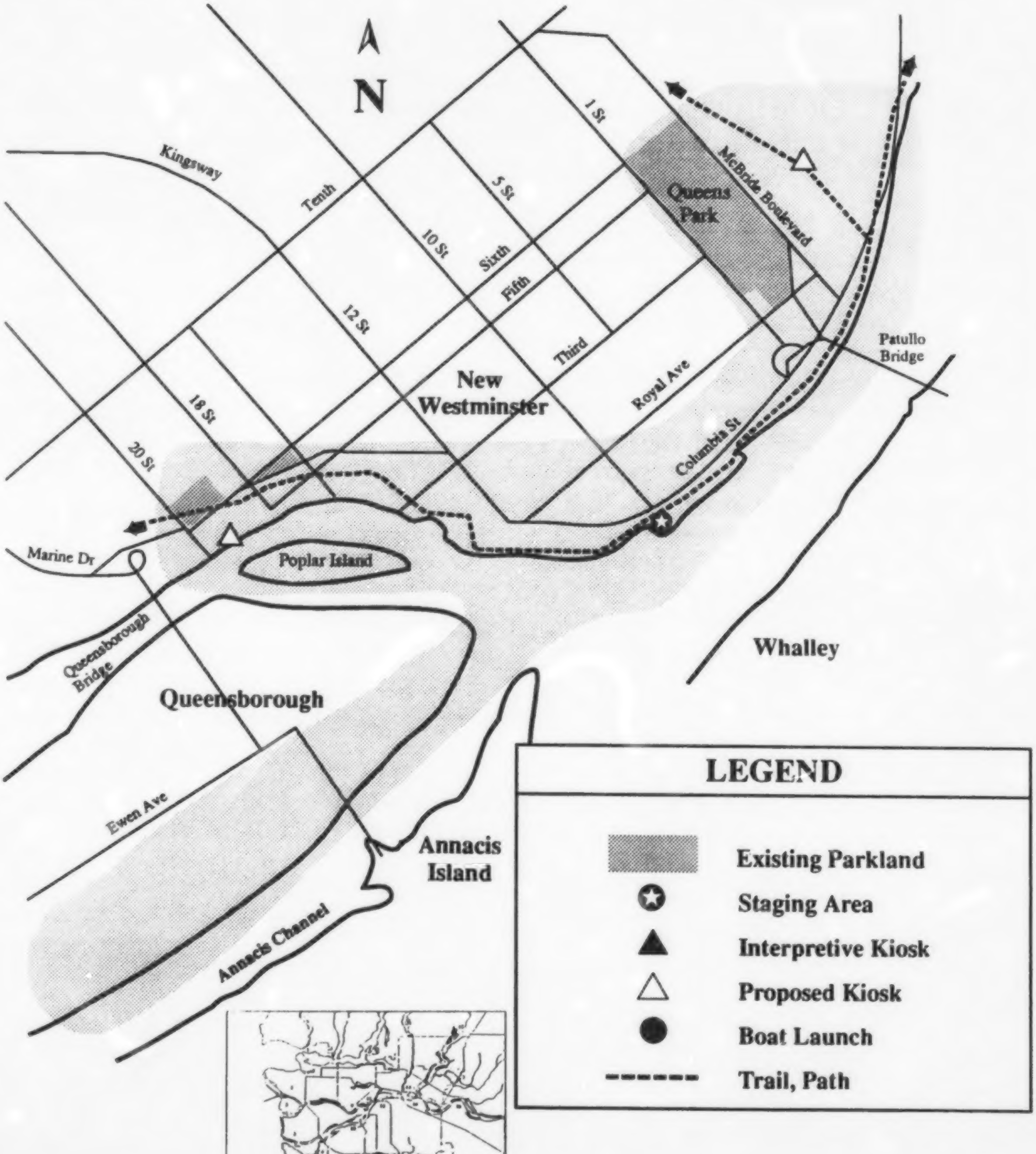
Attractions -- The heavily developed shoreline of New Westminster is undergoing a transformation from industrial to residential and other uses, with public access to the waterfront as a key feature of the redevelopment. Historically New Westminster has had its back to the River. Today it is in the process of turning around to face the main arm, where the river is considered a feature attraction. There are a variety of public places, including the Market area, where the River is featured. This Unit also includes Poplar Island, an oasis of green in a heavily developed urban area. Beside the visual relief it gives, the area has beaches and a variety of bird life. It is accessible by small boats which are often seen on its shores in summer.

Approximate Boundaries -- This Unit includes the shoreline of New Westminster from the Fraserview Park area to the heavily industrialized shoreline near Poplar Island. A portion of the south shore of the North Arm of the Fraser River and north shore of the Annacis Channel should also be included as developments proposed for these areas will provide river views. When the park in Fraserview is developed, it should be considered as part of the estuary recreation system, because of the view of the river from that vantage point.

Future Potential -- This Unit offers an interesting opportunity to incorporate river industry and residential uses into an educational experience that could enhance the parks and walks. The redevelopment of lands in this area should include provision for public access as well as port and industrial theme displays. Poplar Island should be secured primarily for conservation. River-dependent industrial users should erect informational signing to explain the river's role in their operations.

PROPOSED RECREATIONAL UNIT #11: NEW WESTMINSTER

Fraser River Estuary Recreation Plan


N
Kingsway
Tenth
1 St
5 St
10 St
Sixth
Fifth
12 St
Third
Royal Ave
18 St
20 St
New Westminster
Queens Park
McBride Boulevard
Patullo Bridge
Columbia St
Marine Dr
Poplar Island
Queensborough Bridge
Queensborough
Whalley
Ewen Ave
Annacis Island
Annacis Channel
LEGEND
▨ Existing Parkland
✪ Staging Area
▲ Interpretive Kiosk
△ Proposed Kiosk
● Boat Launch
------ Trail, Path

Existing Recreation Areas and Facilities

Westminster Quay-Esplanade:

A 0.8 mile boardwalk and bicycle path with sitting areas and view points stretches from the foot of Eight Street west along the river bank to the Queensborough railway bridge and then north to Quayside Drive.

Quayside Park:

A one acre nautical playground featuring the submarine from Expo's Highway 86, a climbing net, a slide tower, a swing set, sandbox with diggers, a merry-go-round and seating. This playground was made handicapped accessible.

Westminster Quay II - Esplanade (under construction):

A continuation of the Westminster Quay walkway featuring a series of bridges over man-made water features. The walk offers the opportunity for seating, viewpoints and display kiosks.

Fraserview Ravine Park (under construction)

A 24 acre passive park featuring the "Call Bell" from the B.C. Penitentiary, a water feature with waterfalls, walking trails and viewing areas and although not right on the River it could be linked in the future via a pedestrian overpass.

Ryall Park

A 24 acre park. This park contains the Queensborough Community Centre, a 4.5 acre picnic area with spray pool, adventure playground , picnic shelter with tables and two ball diamonds. The park has a foreshore area.

Future Recreation Areas and Facilties

The Foreshore area adjacent to Ryall Park will be developed as a marine park. It will include an entry feature with a viewing deck, tables and seating.

Goals and Action Plans

Goal 1 Establish major interpretation centre focussed on the Fraser River, to be called Discovery Centre

Action Plans:
- Conduct eceonomic viability study, the viewing and programming
- Negotiate with Westminster Quay for inclusion of Discovery Centre on site
- Undertake fund-raising initiatives
- Conduct major capital campaign

Agencies Involved:
- private, New Westminster Tourism and Convention Development Association

Goal 2 Undertake the formation of a Fraser River ecomuseum, to involved all river communities between Hope and Richmond

Action Plan:
- Enlist support from all river communities between Hope and Richmond
- Organize symposium to explore ecomuseum and raise awareness within the region
- Stimulate formation of an Ecomusuem Society to guide the Ecomuseum to completion

Agencies Involved:
- New Westminster Tourism and Convention Development Association

RECREATION UNIT 12 — SOUTH WESTMINSTER

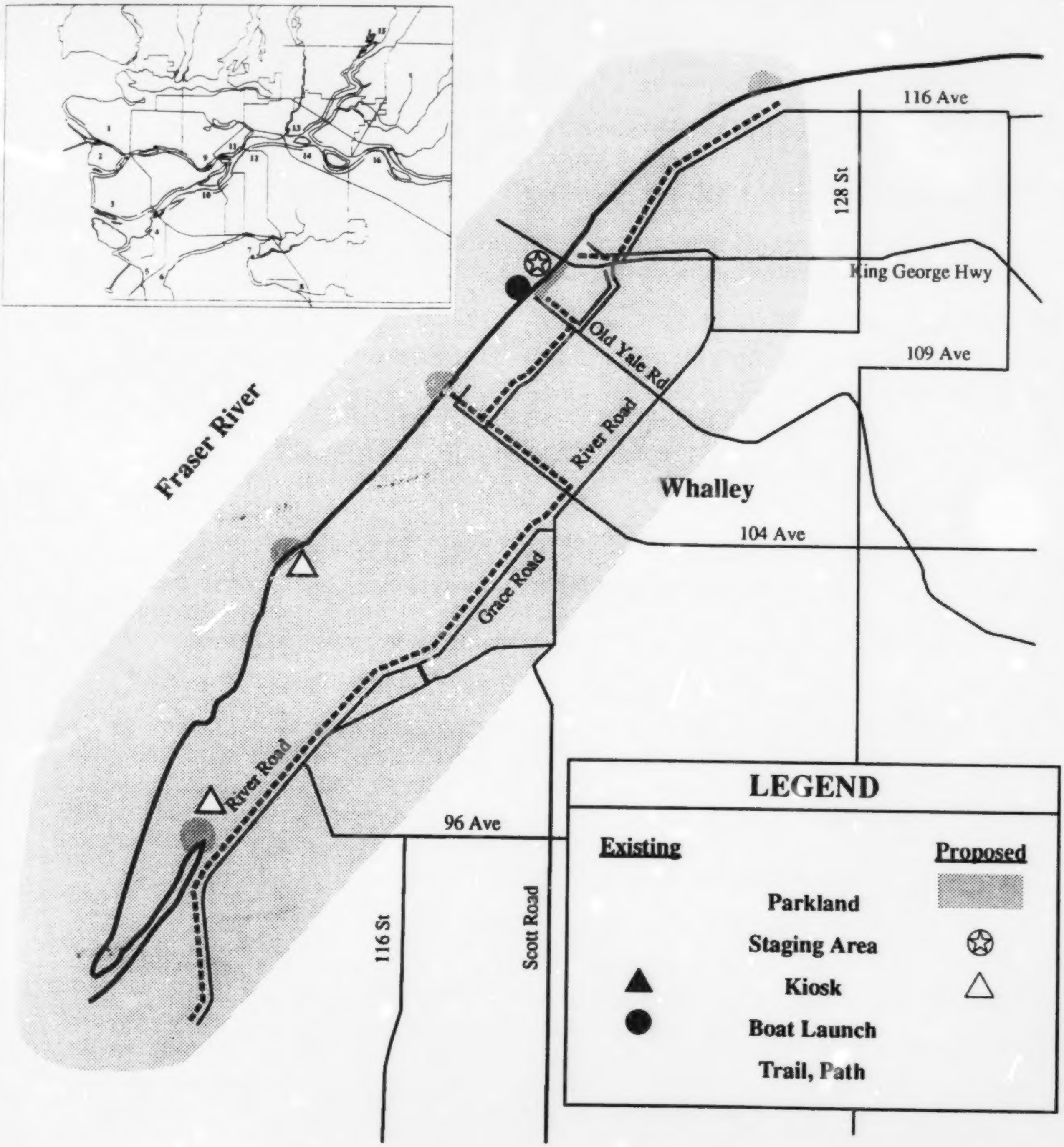
Attractions-- With the redevelopment of the Surrey-Fraser Docks, this area has been afforded the opportunity for interpretation of the port operations, by linking available parkland adjacent to the developed areas with a network of public walkways and access points such as those proposed in the South Westminster Plan. There are street ends that could provide public access to fishing bars, and the rustic charm of Gunderson Slough. Potential parks at Brownsville Bar and Plywood Bar (foot of Tannery Road and Manson Canal) linked to other public access points would improve recreation opportunities in this area immensely.

Approximate Boundaries-- Using Surrey's South Westminster Area Plan as a guideline, this Unit extends from Gunderson (Gypsum) Slough on the East to Brownsville Bar on the West. (The westerly end of the Slough is in Delta municipality) The Unit is bounded by the Fraser River on the north, and on the south by present development.

Future Potential-- An excellent opportunity exists for industrial interpretation in this Unit. Being an all-new development, it could be an ideal project to demonstrate the workability of the Recreation Plan. The greenspace and linear connections provided for in the South Westminster Plan are a good example of how the various uses of the River can be integrated into an overall plan managed with a multiplicity of uses intended from the outset.

PROPOSED RECREATIONAL UNIT #12: SOUTH WESTMINSTER

Fraser River Estuary Recreation Plan



116 Ave
128 St
King George Hwy
Old Yale Rd
109 Ave
Fraser River
River Road
Whalley
104 Ave
Grace Road
River Road
96 Ave
116 St
Scott Road
LEGEND
Existing
Proposed
Parkland ▨
Staging Area ✪
▲ Kiosk △
● Boat Launch
Trail, Path

Existing Recreation Areas and Facilities

There are no existing recreation facilities in this area. The following is a general overview of public recreation activities and potential sites in the area:

Future Recreation Areas and Facilities

Brownsville Bar:

The foot of Old Yale Road is the site of a former ferry between New Westminster and a settlement called Brownsville in what is now South Westminster. The site has become a popular fishing bar, with fishermen using the old wharf site and the sandy beach just upstream as the base from which to cast their lines. Some improvement to this site is required such as the installation of washrooms, picnic tables, and a freshwater tap.

Plywood Bar:

The outfall of the Manson drainage canal is a short distance downstream of the foot of Tannery Road which is a wide right -of-way. The District of Surrey has the riparian rights , giving access to use the shore and the river. The natural habitat, the existing trees and the existing fishing activity are indications of recreation potential at this site.

Fraser Surrey Docks:

The central area of the dock area would be an attractive site for recreation to afford tourists and residents the opportunity to observe the cranes, trains, ships, and port in action. This would offer a good location for industrial interpretation and for industrial personnel to recreate during lunch hours and breaks.

Gunderson Slough:

Located mostly in Delta, with its northern tip extending into Surrey near 96 Avenue, Gunderson Slough is a busy backwater. There are about 145 fishing boats moored, space for dry storage of about 40 more boats, an old sawmill, a railcar ferry slip, wood chip storage and loading areas. Some sport fishing takes place on the ferry wharf. Heritage buildings, attractive scenery, walking and fishing would draw both residents and tourists.

Goals and Action Plans

GOAL 1 Emphasize a program of acquisiton and development of a major corridor for walking and cycling along the river.

Action Plan:

- Adopt the FREMP slogan "Fifty feet for the Fraser" to signify a broad policy of reserving a strip of 50 feet wide along the length of the Fraser River for waterfront recreation use.
- Implement a policy of taking "three steps along the Fraser" each year.
- The annual Parks budget for Surrey could contain three projects to implement the development of a major corridor.
- Utilize the development process to acquire a right-of-way for the development of the pedestrian/cycling path.

Agencies Involved:

- District of Surrey, private land owners

GOAL 2 Develop waterfront parks where there are existing recreation activities or where local features offer opportunities for recreation.

Action Plan:

- Develop improvement plans for creation/enhancement of facilities at
  Brownsville Bar
  Plywood Bar
  Fraser Surrey Docks
  Gunderson Slough
- Identify funding sources
- Initiate development plans and schedules

Agencies Involved:

- District of Surrey, Fraser River Harbour Commission

GOAL 3 Develop a linear park along the Skytrain route in Surrey as an extension of the B.C. Parkway.

Action Plan

- Coordinate with the B.C. Parkway Society and B.C. Transit in extending the B.C. Parkway concept through to Scott Rd. Skytrain Station.

Agencies Involved

- District of Surrey, B.C. Transit, B.C. Parkway Society.

GOAL 4 Facilitate the concept of combining port industrial activities and waterfront recreation in a safe, non-disruptive manner.

Action Plan:

- In the development evaluation process, introduce incentives and coordinated design techniques to create a mixture of recreation and industrial uses, such as boardwalks, elevated walkways, and cost/time sharing maintenance policies.
- Encourage industrial interpretation
- Identify funding sources that could be accessed by industry.

Agencies Involved:

- District of Surrey, Fraser River Harbour Commission, private developers.

RECREATION UNIT 13 — COQUITLAM RIVER

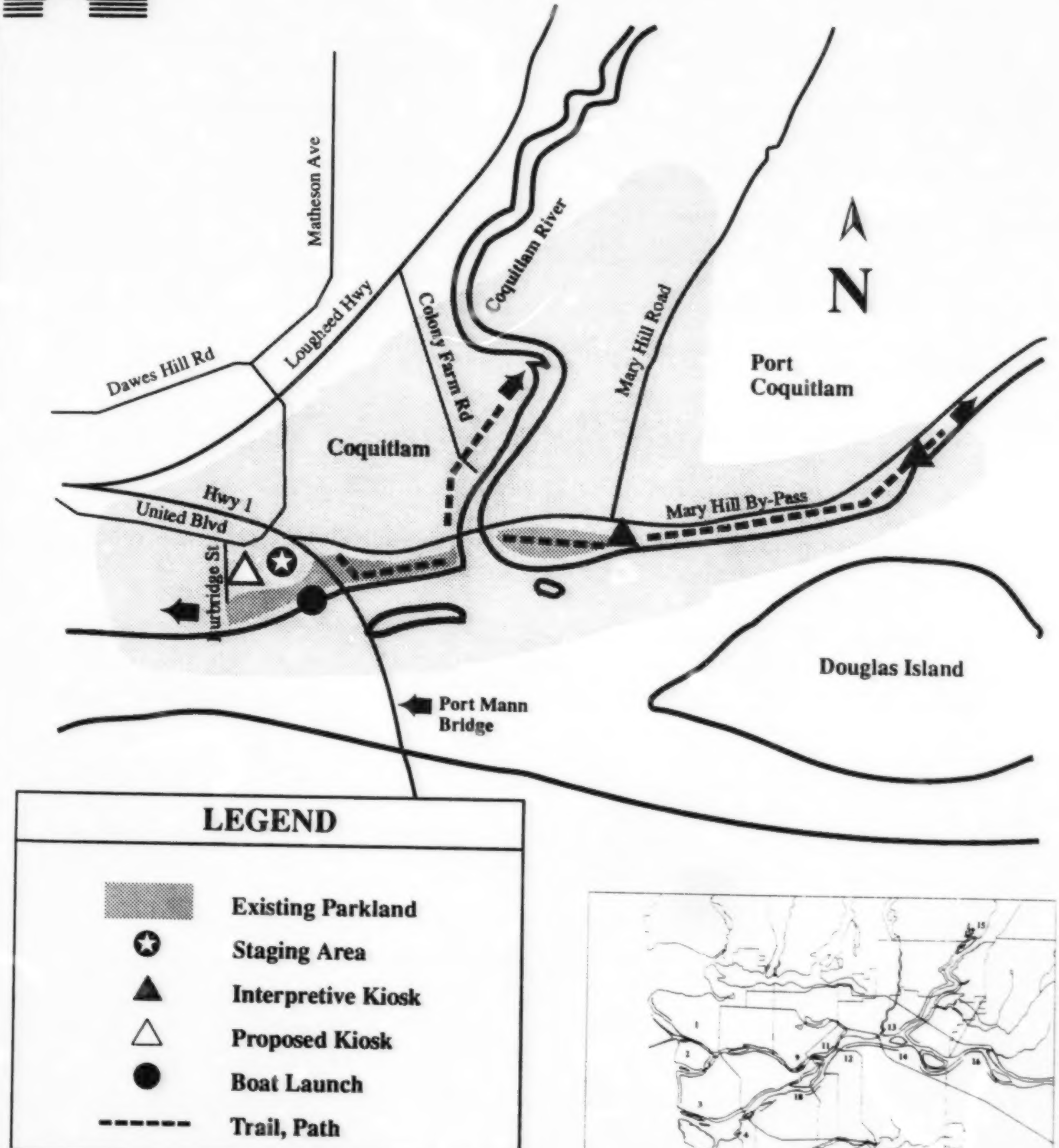
Attractions— This Unit, located at the mouth of the Coquitlam River where it meets the shoreline of the Fraser, includes some very popular fishing bars. The largely undeveloped shoreline possesses an abundance of natural attractions. West of the Port Mann bridge there is a small Municipal Park complete with washrooms, picnic tables and a public boat launch ramp. At the easterly end of this Unit, along the Pitt River, a good linear connection extends from the De Bouville Slough towards the Widgeon Recreation Unit #15. The Pitt River dykes posess plenty of recreation potential, along with opportunities for interpreting other river uses.

Approximate Boundaries— The Unit extends eastward from the municipal Boat Launch Park in Coquitlam along the dyke to the eastern shores of the Coquitlam River in Port Coquitlam. The Poco Trail follows much of the shoreline along the Fraser and Pitt Rivers through to the dykes along the De Bouville Slough and around the perimiter of Addington Point.

Future Potential— Because of the relative lack of development along the shores of this Unit, the potential to secure good recreation abounds here. The recent construction of the Mary Hill bypass road makes it possible to secure the lands south of the road for recreation, and link them with other facilities downstream. Much of this land is in public ownership already, and tying all of these sites together into one cohesive Unit would greatly enhance the recreation that already exists in this area. Intermunicipal co-operation will be required to complete this and many of the other Units.

PROPOSED RECREATIONAL UNIT #13: COQUITLAM RIVER

Fraser River Estuary Recreation Plan


Matheson Ave
Lougheed Hwy
Dawes Hill Rd
Coquitlam River
Colony Farm Rd
Mary Hill Road
N
Port Coquitlam
Coquitlam
Hwy 1
United Blvd
Burbridge St
Mary Hill By-Pass
Douglas Island
Port Mann Bridge
LEGEND
▨ Existing Parkland
✪ Staging Area
▲ Interpretive Kiosk
△ Proposed Kiosk
● Boat Launch
------ Trail, Path
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Existing Recreation Areas and Facilities:

Boat Launch Park:

A 4.33 acre park with picnic tables, washrooms, trails, signs, a boat launch, and a small field. It has parking for 20 cars, plus 20 extra long spaces for trailer parking.

Future Acquisitions and Facilities

Future plans call for an expanded parking area near the River, with garbage facilities and a trail along the River to the fishing bar, complete with interpretive signing.

Goals and Action Plans

Goal 1 Provide mapping and information about this Recreation Unit and its surroundings

Action Plan

- Prepare maps and background material about this Recreation Unit and how it links up with the overall Estuary recreation system.

Agencies Involved:

- B.C. Ministry of Environment, District of Coquitlam, City of Port Coquitlam.

Goal 2 Enhance public access to the fishing bar at the mouth of the Coquitlam River.

Action Plan:

- Secure approval from the B.C. Ministry of Environment , clean up the fishing area and provide some car parking spaces.

Agencies Involved:

- B.C. Ministry of Environment, FREMP, District of Coquitlam, DFO, City of Port Coquitlam.

Goal 3 Develop a walking trail linking the boat launch park with the fishing bar at the mouth of the Coquitlam River.

Action Plan:

- Secure approval from the B.C. Ministry of Environment, lay out the trail location, and construct the walkway system.

Agencies Involved:

- FRHC, B.C. Ministry of Environment, FREMP, District of Coquitlam

Goal 4 Erect interpretive kiosks at selected locations to increase recreational enjoyment and public awareness of the uniqueness of the Unit.

Action Plan:

- Prepare the logo, pictures, maps and messages on standardized waterproof FREMP display kiosk

Agencies involved:

- FREMP, private industry, B.C. Ministry of Environment

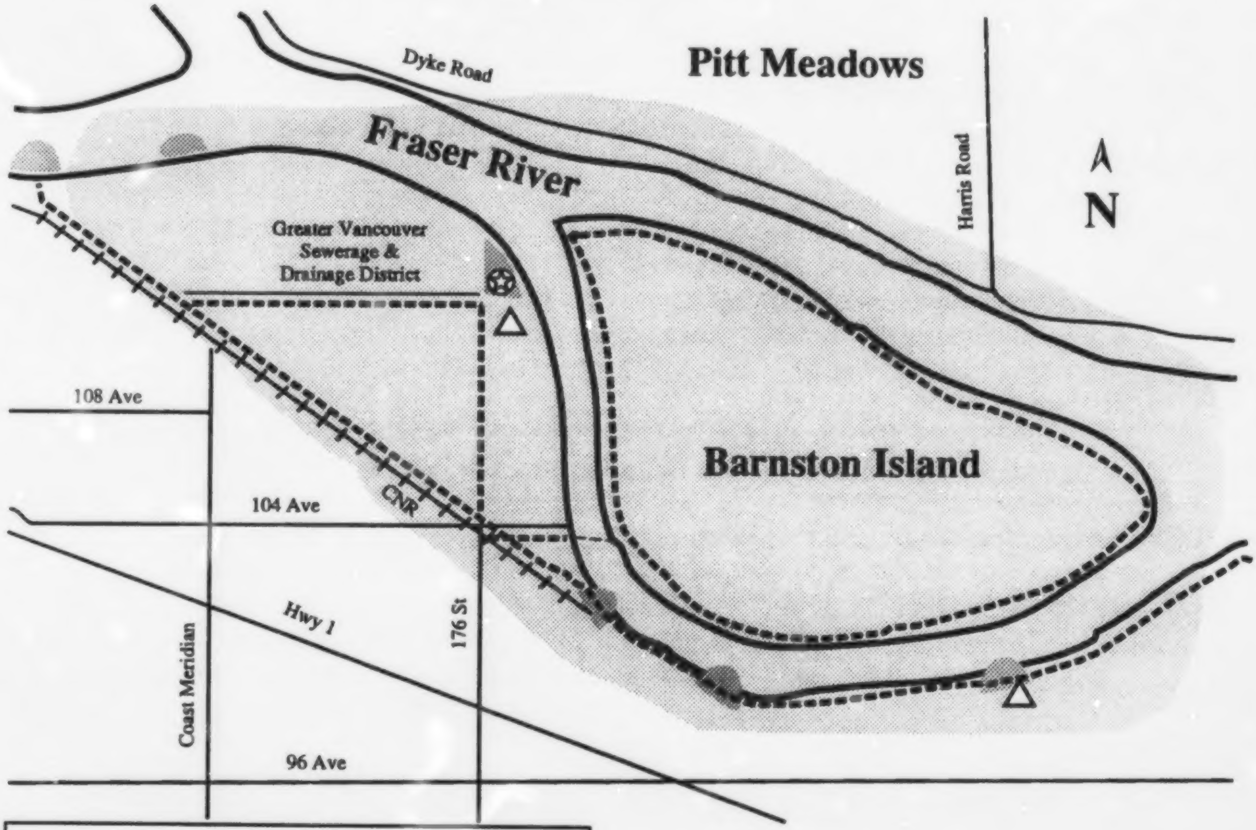
RECREATION UNIT 14 — SURREY BEND

Attractions— The large expanse of marshland in the area known as Surrey Bend and the dyked floodplain vegetation of Barnston Island offer a striking natural setting to this part of the Region. The wetlands of Surrey Bend are an important natural asset, especially for fish and wildlife. Being undyked, and having very soft, peaty soils the cost of developing this area is very high, accounting for its lack of development to date. The importance of the wildlife in this beautiful natural setting could make Surrey Bend one of the prime attractions of the Estuary in the future, while the dykes of Barnston Island offer walking and cycling opportunities in a rural setting.

Approximate Boundaries— Included in this Unit are Barnston Island (which is reached by ferry from the Surrey shoreline) and the portion of Surrey Bend to the north of the railway tracks. Still, the major expanse of natural area, along with the connections to Barnston Island and Derby Reach, make this Recreation Unit an essential element of the overall Estuary Recreation Plan.

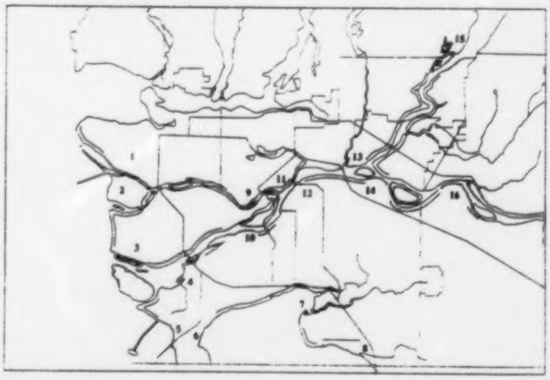
Future Potential— Being in a natural state, this Unit would best serve as a recreation/conservation feature, with minimal development except for trails and provision for some passive activities. There is a considerable amount of land here, so the potential for creating a strong and attractive natural Unit is very high. Coupled with its importance to wildlife, this Unit is an asset to the Region as a whole, and an excellent adjunct to recreation in the Estuary.

PROPOSED RECREATIONAL UNIT #14: SURREY BEND
Fraser River Estuary Recreation Plan


Dyke Road
Pitt Meadows
Fraser River
Harris Road
N
Greater Vancouver Sewerage & Drainage District
108 Ave
Barnston Island
104 Ave
CNR
Hwy 1
176 St
Coast Meridian
96 Ave

LEGEND

Existing		Proposed
	Parkland	▨
	Staging Area	✪
▲	Interpretive Kiosk	△
●	Boat Launch	○
	Trail, Path	------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Existing Recreation Areas and Facilities

There is no existing public recreation facilities in this Unit. The following is an overview of the recreational activities that are already being pursued in this area:

Trail Walking:

There are log booms along most of the waterfront. Trails are in existence and the trails are well-utilized by hikers, birdwatchers and wildlife observers. People occasionally fish at the waterfront along the existing trails.

Ferry Dock at 104 Ave:

River viewing and ferry operations seem to be of interest to recreationists in this area. Immediately downstream of the ferry dock there is a wet sand bar and to the north there is intermingling sounds of the birdlife and river flowing that is heard because of the lack of industry in this area.

Boat Launch Site:

East of the ferry dock is a boat launching site. People come to this site to enjoy the view of Barnston Island with mountains forming a backdrop.

Future Recreation Areas and Facilities

Nature Reserve or Parksite:

There is a narrow, sandy beach along the northwest waterfront, revealed at a low tide. Most of the Bend is marshland, sphagnum peat bog, and swamp.

Goals and Action Plans

Goal 1 Consider and resolve the questions of ecological preservation, public recreation, and industrial use of the Surrey Bend area.

Action Plan:

- Develop land use policies pertaining to the Surrey Bend area through an OCP review process.
- Provide opportunities for a broad spectrum of public input into this planning process.
- Examine log storage restrictions.

Agencies Involved:

- District of Surrey, FREMP Log Storage Activity Group, Community Groups, private land owners.

Goal 2 Identify areas where acquisition of land is required to improve and facilitate recreation opportunities.

Action Plans

- Identify preservation requirements
- Identify key areas such as boat launch sites, significant heritage sites, and sites with high recreational values.
- Identify parking requirements

Agencies Involved:

- District of Surrey, FREMP Recreation Activity Group, Community Groups

GOAL 3 Investigate provision of a trail system in the Surrey Bend area with the objective of providing access to riverfront and opportunities for wildlife viewing and nature interpretation.

Action Plan:

- Investigate the linkage of potential and existing foreshore trails.
- Research construction of elevated platforms to facilitate wildlife and river viewing.
- Research rest areas and staging areas along the trails system.
- Benches should be available for resting at the viewing platforms.
- Staging areas should have picnic benches, garbage cans, toilets, shade and a drinking water outlet. Directional and interpretation signs would enhance the recreational opportunity of the trail system.
- Investigate and identify funding sources

Agencies Involved:

- District of Surrey,GVRD, private funders, B.C. Ministry of Environment

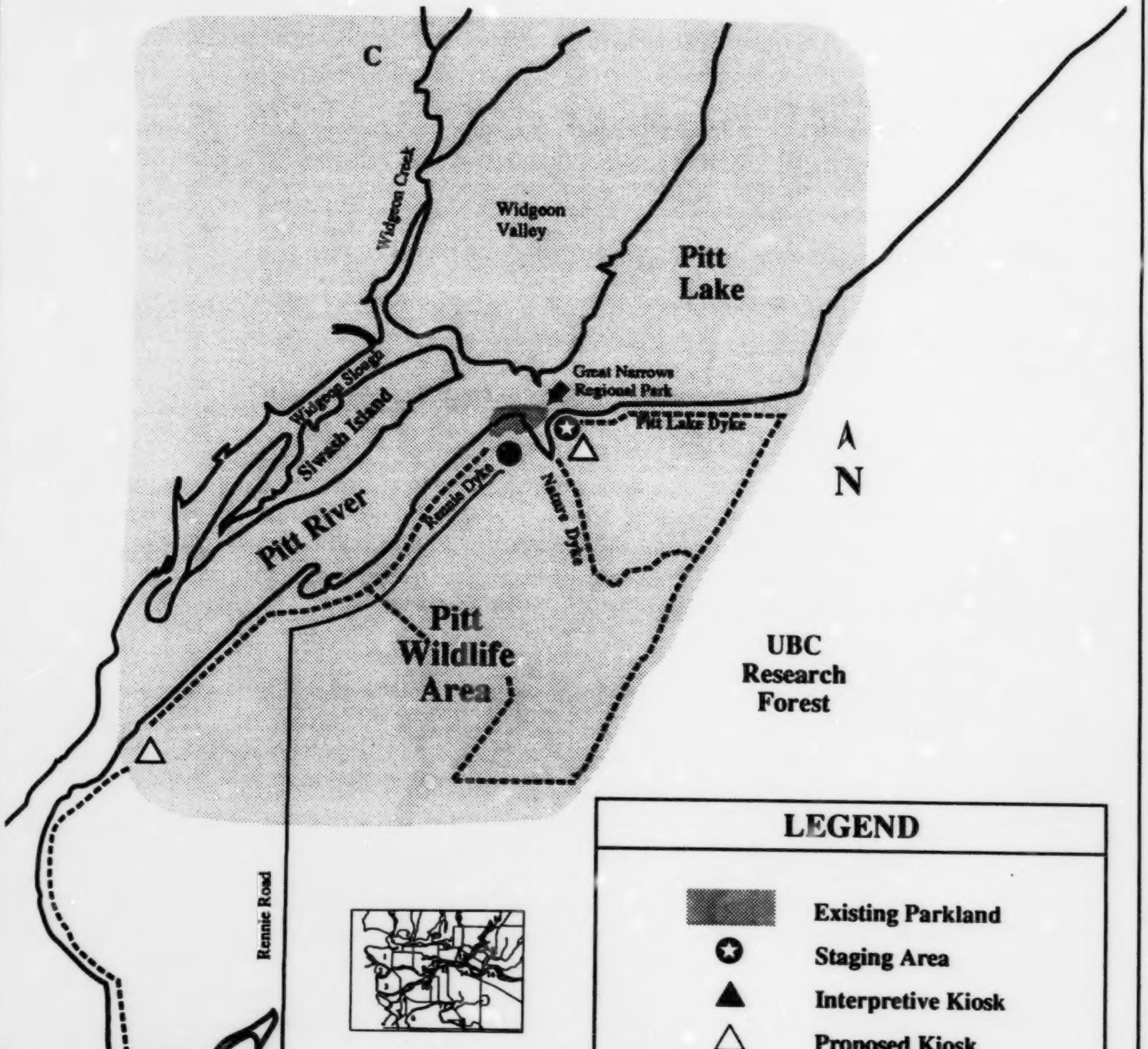
RECREATION UNIT 15 — WIDGEON

Attractions— This area, on the south shores of Pitt Lake and up the Widgeon Valley has long been used for water-oriented recreation, and is considered one of the prime boating destinations in the Lower Mainland. The smooth water, myriad of channels and spectacular views make it a desirable estuary feature. The parking and boat launch facilities proposed for the Grant Narrows Regional Park will increase its usability, and give a focal point for recreation in the Unit. The natural features and the profusion of wildlife offer an excellent example of estuarine wetland habitat.

Approximate Boundaries— This Unit consists of the Pitt Wildlife Management Area, Widgeon Valley and Slough, and Siwash Island. Although much of the land is privately owned, the water courses are the main feature of the area and are public. The area is connected to other Units south by the excellent dyke trails along the Pitt River on the eastern shore, with views across to Minnekhada Regional Park and the Addington Point marsh.

Future Potential— With more informational signing, and further development of the park areas in this region, the natural attractions can be highlighted. There are possibilities to connect this Unit with a continuous greenway to other regional and municipal parks, and the trail systems of the Alouette River. There is also potential to include a trailhead for hikes to Widgeon Lake, following the Creek to this spectacular viewing area. Development will have to be environmentally sensitive, however, in order to preserve the natural attractions that now exist.

PROPOSED RECREATIONAL UNIT #15: WIDGEON
Fraser River Estuary Recreation Plan


C
Widgeon Creek
Widgeon Valley
Pitt Lake
Great Narrows Regional Park
Pitt Lake Dyke
Widgeon Slough
Siwash Island
Pitt River
Rennie Dyke
Nature Dyke
N
Pitt Wildlife Area
UBC Research Forest
Rennie Road
Sturgeon Slough
LEGEND
▨ Existing Parkland
✪ Staging Area
▲ Interpretive Kiosk
△ Proposed Kiosk
● Boat Launch
------ Trail, Path
C Campsite

Existing Recreation Areas and Facilities

Grant Narrows Regional Park:

The regional park is located at the south end of Pitt Lake and currently contains a wharf, boat launch, beach, canoe rentals and a small parking area. Its location makes it a convenient access point for boaters and canoeists intending to use either Pitt River or Pitt Lake and for hikers and cyclists using the dyke trails.

Pitt Lake:

Private waterfront recreation lots occupy part of the lake's shoreline, however, these are only accessible by water. Log storage is common along the lakefront. The lake is suitable for boating and fishing but existing boat launch facilities have a limited capacity.

Dyke Trails:

On the eastern side of the Pitt River an extensive dyke system provides walking and cycling trails. The main dyke follows the shore of the river, with another extending along the south shore of Pitt Lake and a third running form Grant Narrows in a southeasterly direction to the U.B.C. Research Forest.

Pitt Wildlife Management Area:

This is a 1,460 ha. wildlife area suitable for walking and nature appreciation. The marsh provides a feeding and resting ground for migratory waterfowl and shorebirds and is a significant habitat for raptors and Sandhill Cranes. In the southern portion of this area is an ecological reserve containing a peat/ sedge bog. There is good road access into the wildlife area.

Widgeon Slough:

The slough winds through an estuarine marsh situated at the base of the mountains and is a prime waterfowl habitat. The sheltered waters of the slough and the mouth of the Widgeon Creek are popular canoeing areas and provide access to the Widgeon Creek campsite. There is no public road access to this area.

Widgeon Creek Campsite:

This is an informal campsite containing 30 unmarked units and an area to bring canoes ashore. The site is maintained by the Forest Service but is not a designated campsite under the Forest Act; therefore facilities are minimal. They include 2 outhouses, litter barrels and approximately 9.5 km of informal trails in addition to the main trail which folows the valley to Widgeon Falls and Widgeon Lake (which are outside Recreation Area 15).

Widgeon Valley National Wildlife Area:

This 125 ha area, located southeast of the Forest Service campsite, contains a wet meadow with various types of sedges, grasses and wetland shrubs. The area attracts several varieties of wetland birds during migration periods.

Future Recreation Areas and Facilities

Development of Grant Narrows Regional Park including:

new boat launch ramp, parking lot, washrooms, information kiosk, canoe storage, boardwalk, nature trail and water taxi wharf.

Goals and Action Plans

Goal 1 To acquire foreshore and upland leases from appropriate agencies.

Action Plan:

A concept for development of this park was completed in 1986. An application is currently before the Ministry of Crown Lands and the Fraser River Harbour Commission to acquire a foreshore lease. Application has also been made to the B.C. Ministry of Environment for an upland lease and during 1988 dredgate from the Pitt River was used to prepare the site for construction. The estimated starting date for construction of the parking lot is Summer 1990.

Agencies Invoved:

- Dewdney-Alouette Regional District, B.C. Forest Service, B.C. Ministry of Environment, North Pitt Polder Improvement District, Ministry of Crown Lands, FRHC.

Goal 2 : To resolve jurisdictional responsibility for road improvements.

Action Plan

- Discussions are currently taking place between Dewdney-Alouette Regional District and the Ministry of Transportation and Highways concerning the road improvements in and around the park site.

Agencies Involved

- Dewdney-Alouette Regional District, Ministry of Transportation and Highways.

GOAL 3: To develop a funding formula for the park's development pursuant to the Official Regional Park Plan.

Action Plan

- Dewdney-Alouette Regional District will be working with the provincial government, the federal government (Small Craft Harbours) and other sources which may be identified during consultations with the above agencies.

Agencies Involved:

- Dewdney-Alouette Regional District, Small Craft Harbour, Provincial Government.

RECREATION UNIT 16 — DERBY REACH

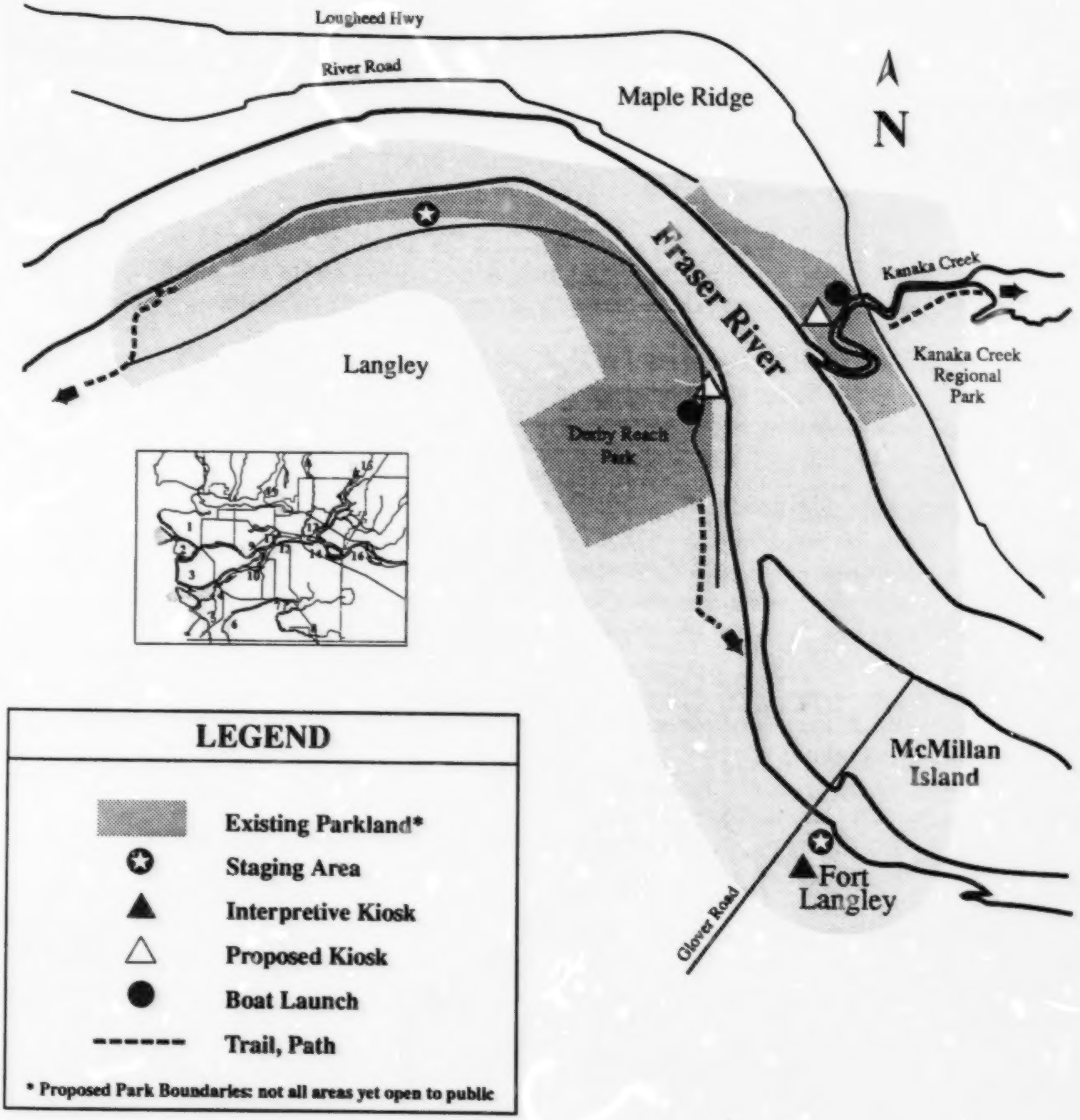
Attractions — The two large Regional Parks at Kanaka Creek and Derby Reach form the primary attractions in this area. Although the two parks are separated by the wide expanse of the River, they are immediately opposite, and enhance each other visually. Derby Reach contains Edgewater Bar, a popular fishing area. The site has been developed to accommodate overnight fishing, and camp sites have been established to facilitate this popular activity. There is also an historic site located in this Unit. The original location of Fort Langley, (one of the first settlements on the B.C. coast) is located in Derby Reach Regional Park. Dyke roads connect this Unit to others downstream, and the rural nature of the area is an interesting adjunct to the river recreation. Kanaka Creek Park preserves a Fraser tributary from its headwaters to its mouth, and has a fish hatchery, marshlands and a spectacular canyon with a number of waterfalls.

Approximate Boundaries — This Unit includes Derby Reach and Kanaka Creek Regional Parks, and some of the shoreline in Maple Ridge with good potential for industrial theme displays. This Unit is at the limit of the area boundaries for the current FREMP studies. The linear connections downstream are important to the Unit, as well as the dyke paths of Barnston Island, downstream. Upstream is Fort Langley, outside of the current FREMP boundaries, but a natural end-point focus for the Recreation Plan. Trail connections between the Fort and Derby Reach are currently being considered.

Future Potential — With the further development of the Regional Parks in the area, and the increasing population, this Unit has a great deal of potential for explaining the interesting characteristics of estuaries, while providing much-needed recreational opportunities in the area. The fish hatchery offers an opportunity to explain the importance of estuaries for the salmon species, while at the same time enhancing recreational fishing opportunities. Future development near the mouth of Kanaka Creek might include an interpretation of the forest industry's use of the River, which is a predominant feature.

PROPOSED RECREATIONAL UNIT #16: DERBY REACH

Fraser River Estuary Recreation Plan


Lougheed Hwy
River Road
Maple Ridge
N
Fraser River
Kanaka Creek
Kanaka Creek Regional Park
Langley
Derby Reach Park
McMillan Island
Fort Langley
Glover Road
LEGEND
Existing Parkland*
Staging Area
Interpretive Kiosk
Proposed Kiosk
Boat Launch
Trail, Path
* Proposed Park Boundaries: not all areas yet open to public

Existing Recreation Areas and Facilities

Derby Reach Regional Park:

A 80 hectare park with 38 campsites for overnight fishing, 2 picnic shelters, 1.4 km of trails, a fishing bar and a 3.3 hectare grassed area.

Kanaka Creek Regional Park:

The 200 hectare park protects 12 kilometers of a natural stream corridor within walking distance of the urban area of Maple Ridge. Visitor facilities include the Bell-Irving Hatchery, 4.8 km of trails and 3 activity areas: River front, Cliff Falls, and the Forest Core.

Golf Course:

There is one golf course in this unit. The Fort Langley Golf and Country Club is an 18-hole par 71 public course, with dining, lounge and pro shop facilities. It is located between Fort Langley and Derby Reach and fronts on the Fraser River.

Fort Langley National Historic Park:

This 8.4 hectare site has a visitor reception area, a reconstructed fort complex including 5 buildings, parking, some picnic facilities and a waterfront area. It is located immediately east of the community of Fort Langley.

Fort Langley Marina Park:

This 0.7 hectare civic park is located on the Fraser River on River Road at the west end of the National Park site. The park provides parking, picnicking, boat launching and restroom facilities. The ***Fraser River Connection***, a private tour boat charter, is located immediately to the west of the park.

Brae Island Park:

This municipality-owned site on Brae Island is used for the annual July 1st celebration.

Fort Langley Community Park:

This 2.3 hectare municipal park provides a playfield, tennis courts, picnic areas, and an outdoor pool.

Fort Langley Camping Resort:

The 15 hectare Fort Langley Camping Resort is located on Brae Island and provides 150 camping spaces.

Museums:

In addition to the national historic site, there are two civic museums in Fort Langley; the Centennial Museum and National Exhibition Centre, and the B.C. Farm Machinery and Agricultural Museum.

The Maple Ridge Museum is situated in a heritage building (Haney Brick and Tile Company) and located in a civic park near the urban core of Maple Ridge.

Equestrian Trails:

Bridle trails are located both north and south of the Fraser River. Equestrian trails crisscross and skirt Kanaka Creek as well as existing on the roads in the rural areas to the north and east of Maple Ridge. Horseback riding is also popular in the rural areas of Langley near Derby Reach Regional Park.

Future Acquisitions and Facilities

National Parks and Museum Area:

There is a need for a new visitor reception centre at the National Park. In conjunction with this facility and the two museums, municipally-owned land in the area has potential for a multi-purpose centre or discovery theatre.

Fort Langley Marina Park:

Potential exists for development of a marina facility in this park.

Equestrian Trails/Scenic Drive:

Allard Crescent could become part of an equestrian trail network. This road also has potential as part of a scenic drive route.

Goals and Action Plans

Goal 1 Complete continuous pedestrian access from the historic urban core of Maple Ridge on 224th Street to Kanaka Creek Regional Park.

Action Plan:

- Develop access and leased wharf facilities as funding is secured.
- Evaluate access across industrial properties
- Investigate the feasibility of a pedestrian overpass of the Haney bypass and the CPR right-of-way to connect historic and core area with Kanaka Creek Regional Park.

Agencies Involved:

- District of Maple Ridge, FRHC, Private Companies, (Fletcher Challenge, Northview Enterprises, Canadian Pacific Railway), Ministry of Transportation and Highways.

Goal 2 Complete development of Kanaka Creek Regional Park including that of the core areas: River front, Cliff Falls, and Forest Trail

Action Plan:

- Acquire portions of 29 properties to form extensive trail system
- complete equestrian trails so that all sections link with the community network.
- upgrade trail system with safety fencing, signage, and gravel surfacing.

Agencies Involved:

- GVRD, Private Landowners, Corporate Landowners.

Goal 3 Establish a pedestrian/bicycle trail link from Fort Langley to Derby Reach Regional Park

Action Plan:

- Complete legal inventory review of lands for the trail corridor
- Formulate acquisition and development options
- Present plan to Council, GVRD and public
- Establish budget and implementation schedule
- Identify funding sources and management opportunities and secure funding.

Agencies Involved:

- Township of Langley, Private Landowners, GVRD

Goal 4 Complete Old Fort Day Use Area at Derby Reach which will include historic interpretation and enhancement, protection of heritage resources and a trail system.

Action Plan:

- Assess trail system, following part of the original wagon road, between Derby Reach Regional Park and Fort Langley
- Pursue grant programs to facilitate completion and opening of other trail links in the park.
- Pursue funding to complete Derby Townsite/Fort Langley archeological inventory and site assessment.
- Complete restoration of the historic Mercer Barn on the original Derby townsite and complete the site plan for future use of the barn.
- Construct the Old Fort Day use area access, parking and interpretive facilities.

Agencies Involved:

- GVRD, Township of Langley, Fort Langley Improvement Society

Goal 5 Expand Derby Reach Regional Park including provision of more overnight fishing sites, a special purpose group facility, picnic shelters, services and landscaping.

Action Plan:

- Pursue grant or lottery programs to complement existing funding for expansion.
- Complete development plans
- Initiate construction

Agencies Involved:

- GVRD, Private Landowners

Goal 6 Complete shoreline acquisition program of remaining private properties within Derby Reach Regional Park

Action Plan:

- Pursue willing seller opportunities
- Negotiate to purchase.

Agencies Involved:

- GVRD, private landowners

Goal 7 Promote development of a marina in the Bedford Channel at Fort Langley

Action Plan:

- Complete marina feasibility study
- Promote project to private sector

Agencies Involved:

- Township of Langley, Public Works Canada, Provincial Government

Goal 8 Develop municipal lands in Fort Langley for use complementary to the National Historic Park and the museum.

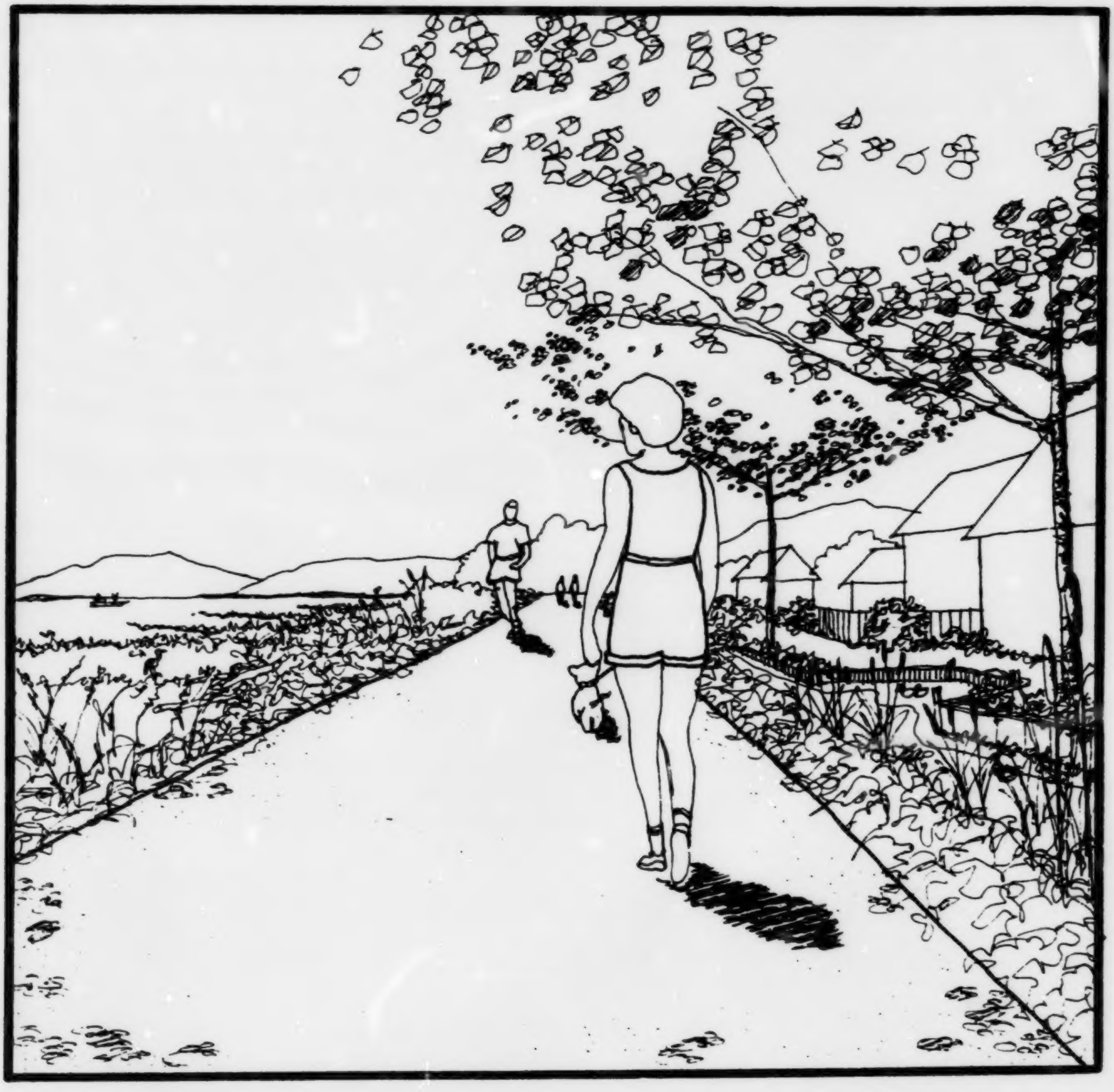
Action Plan:
- Complete the National Park visitor reception centre and municipal lands study
- Review with Langley Council, public and other governments
- Prepare final design, implementation schedule, and budget
- Secure funding, acquire land, and initiate development

Agencies Involved:
- Township of Langley, Public Works Canada, Provincial Government, Canadian Parks Service

Goal 9 Establish an equestrian trail in the Allard Crescent area adjoining and within Derby Reach Regional Park

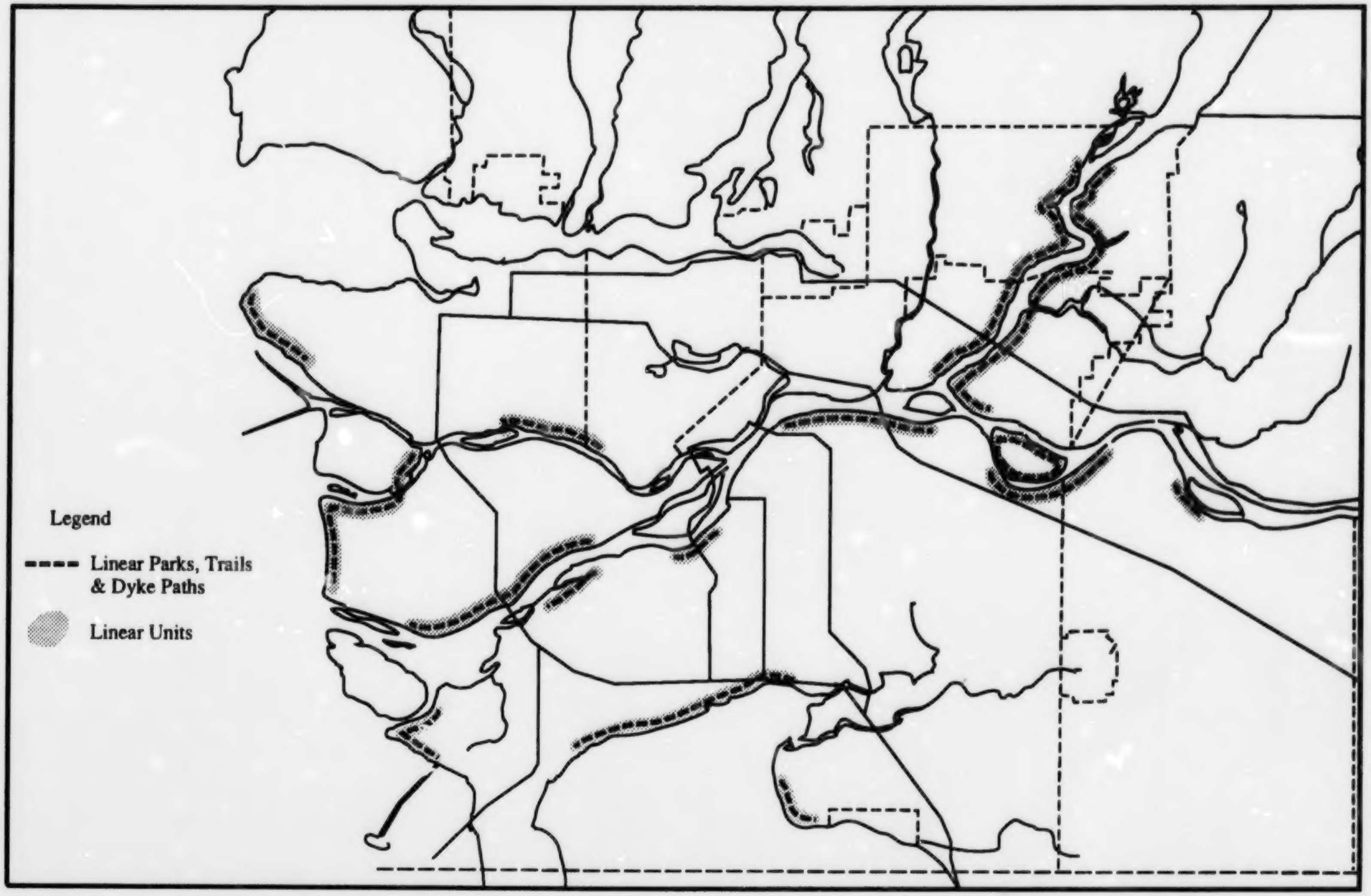
Action Plan:
- Develop plan for location of trail in coordination with GVRD, local horse owners, subdividers.
- Present plan to Council
- Establish a budget and implementation schedule
- Secure funding
- Construct trail

Agencies Involved:
- Township of Langley, GVRD, private landowners



Linear Units are often located on existing dykes, so capital costs and land acquisition required is minimal. They are readily accessible when located alongside housing areas.

MAP 2: PROPOSED LINEAR UNITS
FRASER RIVER ESTUARY


Legend
Linear Parks, Trails & Dyke Paths
Linear Units

Recreational Units have been defined as an operating unit with at least one natural area or park of regional significance which would be able to house a staging area including parking, washrooms and trails. Linear Units do not include Parks in the traditional sense; a defined area with boundaries, and facilities and a recreational use, rather than another land use. Linear units are often trails that are used recreationally in going from Point A to Point B. They can be alongside land use of many varieties; agricultural, industrial, housing, urban, etc. They can be in conjunction with another use of the property; for instance the dyking in many delta communities lends itself to a trail on top of an existing dyke, as does the sewage outfall at Iona Island. Linear Units located along the Fraser give the public waterfront access without demanding a large amount of land or facilities.

Burnaby's Fraser Foreshore Park includes well-developed linear trails along the Fraser River in most areas where industry is not utilizing the waterfront. The Goals and Action Plans for developing further potential for linear recreation is detailed in Recreation Unit Number 9 - Fraser Foreshore.

Vancouver's Recreation Unit Number 1 - Southlands includes most of the linear park system that has been established along the Fraser River. In addition to that there are section of linear trails both to the west (in Pacific Spirit Regional Park) and to the east (Gladstone Park area).

Along the revitalized New Westminster waterfront, where possible an "Esplanade" for pedestrian traffic has been developed.

Some other municipalities and regional districts such as Langley, Dewdney-Alouette Regional District, Surrey and White Rock also have exciting plans for linear corridors. These are shown in Map 2.

Some development does significantly improve the recreational quality of linear units. These have modified requirements from the staging areas in recreational units are are best exemplified in the development that has occurred within the Richmond Trails Plan. The outline of both the Richmond and Delta linear parks plans follow.

Linear staging areas should provide parking or foot access for housing, directional signage, and where possible interpretive signage. If linear units are a long distance from Recreational Units, washroom and drinking water are a good idea.

1. RICHMOND LINEAR UNITS

RICHMOND TRAILS PLAN

The municipality of Richmond is located on an island in the middle of the Fraser River delta. It is dyked to protect the citizens, agriculture and industries from flooding and wherever possible the dykes have been improved as trails that give public access to the waterfront. There are staging areas and parking, as well as many places the trails can be accessed from housing and street ends. The staging areas are outlined in detail below.

TERRA NOVA

Two separate parking lots and staging areas provide parking for approximately 50 vehicles, picnic facilities, washrooms and interpretive signage. The trail goes in either direction, to the northeast along the middle arm of the Fraser or to the southwest along Sturgeon Banks.

DOVER BEACH

Viewpoint built into river, picnic facilities and parking for 10 vehicles. Directional signage.

HOLLYBRIDGE ROAD

Roadside parking for approximately 30 vehicles. A fitness circuit especially designed for disabled users is located along the trail and river at this location, near to Workers Compensation Board and Richmond General Hospital.

WEST DYKE

Three staging areas (road end at Blundell, Francis, Williams) where there is undesignated roadside parking, picnic facilities and directional signage. The west end of Steveston Highway provides paved parking, staging area and picnic facilities.

GILBERT BEACH

On the main arm of the Fraser looking towards Shady Island, Gilbert Beach has room for about 50 vehicles to park and directional signs.

WOODWARD SCOUT/GUIDE CAMPSITE - HORSESHOE SLOUGH

The trail along the slough has a parking lot available at the entrance to the scout/guide campsite. The trail along agricultural and industrial areas has directional signs. The Scout/ Guide campsite has picnic and overnight camping available through booking only.

Future Goals and Plans

RICHMOND TRAILS SYSTEM

During 1990 there is approved development of a staging area and fishing pier at the south end of No. 3 Rd. The trails plan is looking at further development of Interpretation Signage and development of facilities in the Bath Slough area of the trail. Trail linkages are being sought in Steveston area, along the Rice Mill Road area by the Massey Tunnel and along the North Arm of the Fraser.

Agencies Involved:

- Township of Richmond, B.C. Ferries

2. DELTA LINEAR UNIT

A Preliminary Recreation Plan for the Dyke System was prepared for the Municipality of Delta in September 1989. The study is being reviewed currently for finalization. The study identifies potential for recreation in a linear (trails) format along the extensive dyke system surrounding most of the community. The advantage of developing a linear park system along the dykes is that the dykes already provide an available open space amenity and few capital improvements are required in order to become a recreation resource.

The opportunities for recreation identified for the dyke system include pedestrian walking, hiking and jogging, cycling, picnicking, nature interpretation (bird and wildlife viewing), parking (with outward view access), controlled hunting and fishing, heritage interpretation and beach activities. Opening of water pathways would allow increased boating opportunities.

Nine destinations along the dyke system similar in concept to Fraser River Estuary Recreation Units have been identified. These are listed below and further detail on the linear park portion of units are included in Future Goals and Action Plans found in the Recreation Unit portion of this report.

Gunderson Slough
Deas Island Regional Park
Ladner Marsh
Village of Delta
Brunswick Point
Gateway to the Gulf Park (Tsawwassen Ferry Parkway)
Boundary Bay Regional Park
Beach Grove Park
Heron Point Park

BEACH GROVE PEDESTRIAN WALKS AND STREET ENDS

"KIRKWOOD" BEACH ACCESS WALK

Minimally developed pedestrian walk access to tidal flats from Beach Grove Road at Grove Crescent. Little or no beach at this point. Homes protected by concrete seawall. Signage and seasonal trash containers. Pedestrian access via steps. Homes close on both sides of walk. Adjacent to Kirkwood Road.

"MORRIS" BEACH ACCESS WALK

Same as "Kirkwood" beach access walk. Adjacent to Morris Crescent.

'WHITCOMB" BEACH ACCESS WALK

Same as "Kirkwood" beach access walk. Adjacent to Whitcomb Place.

12TH AVENUE DICK ACCESS

Pedestrian and service vehicle access to southern segment of Boundary Bay Dike, 12th Avenue pump station and storm drainage outfall, Boundary Bay foreshore, Boundary Bay Regional Park and Southlands/Spetifore Marshland. Access point for pedestrian route to Centennial Beach Park via the dike. Small gravel parking lot at east foot of 12th Avenue. Vehicle control gate and fencing. Adjacent street lights, signage and trash containers. No user amenities. May become an access point to future Boundary Bay Regional Park.

16TH AVENUE BEACH ACCESS

Street end access to mud flats and Boundary Bay foreshore. Small paved parking lot with pedestrian and service vehicle access gates and ramp over seawall. Signage and trash containers. Provides wide (60 foot road right of way) access to mud flats and small sand beach area. Homes close on each side.

17 A AVENUE BEACH ACCESS WALL

Pedestrian walk access to beach from Beach Grove Road at 17A Avenue. Also accesses southern end of Boundary Bay Dike - northern segment. Six foot wide gravel walk with vehicle barriers each end. Fencing and housing close on south side; undeveloped land on north.

"1700" BEACH ACCESS WALK

Same as "Kirkwood" beach access walk.

BOUNDARY BAY VILLAGE PEDESTRIAN WALKS AND STREET ENDS.

CORBOULD AVENUE BEACH ACCESS WALK

Narrow pedestrian access via paved walk and steps over seawall. Vehicle barriers, signage and trash containers. Limited parking. Fencing, residential and commercial development close on each side. Access to sand beach and mud flats at low tide. No beach at high tide. Directly adjacent to U.S. border.

"SEAVIEW" BEACH ACCESS WALK

Narrow, minimally developed pedestrian access to wide sand beach and foreshore. Vehicle barriers and signage and seasonal trash containers. Restricted parking. Fencing and houses close on each side.

1A AVENUE BOAT LAUNCH

Street end, vehicle and pedestrian access. Old concrete boat launch in poor condition. Limited adjacent vehicle parking due to neighbourhood concerns. Vehicle access to ramp constricted over dike for flood protection. Signage and trash containers. Fencing and homes close on each side.

2ND AVENUE BEACH ACCESS WALK

Same as Seaview beach access

2A AVENUE BEACH ACCESS WALK

Same as Seaview beach access

3RD AVENUE BEACH ACCESS

Street end pedestrian access to wide beach and foreshore. Fenced to prevent vehicle access. Restricted parking due to neighbourhood concerns. Some native trees and course beach grass. Provides wide (60' road right of way) access to beach. Homes close on each side. Signage and trash containers. Adjacent to storm sewer outfall.

4TH AVENUE BEACH ACCESS

Same as 3rd Avenue beach access.

3. DERBY REACH LINEAR UNITS

In addition to completing pedestrian links between the historic cores of Maple Ridge and Fort Langley with the respective regional parks of Kanaka Creek and Derby Reach, trails within the two regional parks are proposed to connect with this linkages.

Visual and water connections already link Kanaka Creek and Derby Reach Regional Parks. Strengthening of these links could be facilititated through interpretation, education and signage. A water link also is possible between the staging area at Fort Langley and the two regional parks as well to the historic core of Port Haney.

Agencies Involved:

- District of Maple Ridge, Township of Langley, GVRD and private landowners.

APPENDIX A

ROLE, GOALS, AND PHILOSOPHY OF THE FRASER RIVER ESTUARY RECREATION PLAN (1988)

1. The Role of the Fraser River

The lower Fraser River and it's shoreline and foreshores represent a major and sometimes unique recreation and educational asset for the bordering municipalities and visitors to the region. It is the most important river and estuary in British Columbia. It is central and accessible to major populations and contains environmentally sensitive wildlife and landscapes. Next to conservation, recreation is the most compatible activity on the river and provides the widest range of opportunities not found elsewhere in the region. Frequently, the River and its associated marshes and tidal lands are the only waterfront for residential communities. Several forms of river-oriented recreation and outdoor experiences are either not available or are inadequate in the region's other recreational landscapes. Even with limitations due to turbidity, local pollution and road, rail and other obstacles to access, the River's visual and physical recreation capacity is an attribute that few other regions can claim. It is expressed in sites which range from small access points to major stretches of river and foreshore sometimes backed by substantial uplands, many of which are now receiving widespread and heavy recreational use.

Fraser River Recreation potential is under utilized and many past opportunities and sites can be reclaimed, making it even more important that effective programs be established to secure recreation as a primary or complementary use to other shoreline and foreshore activities.

The River and estuary should be recognized as a major open-space feature of our region and be accorded the same respect - for economic and social reasons - as the mountain and marine perimeters of the region.

2. Fraser River Recreation Goals

The central goal for recreation on the Fraser is to maximize the variety, quality, scale, and accessibility of recreation opportunities preserved on water and shoreline areas, in both riverine and tidal frontages. Related goals include:

- preserving major recreation sites - both for solitude and for large group recreation
- creating new sites whenever there is a change of land or river use
- attaining water quality to support river-based and water contact activities

- securing linear park opportunities even where associated with other shoreline and foreshore activities
- provide access points at key entry points or landmark features
- identifying and protecting significant historical and heritage sites
- adopting clear means and authority for developing multiple use capacity of shorelines for recreation as a complementary or secondary activity.

3. Principles for the Fraser River Recreation Plan

A number of principles help set in perspective recreation policy and philosophy for the Fraser and preparation of the recreation activity program:

a. River and foreshore recreation is an equal partner with conservation, shipping and water-oriented industrial and transportation function.

b. Recreation should take precedence over uses other than the above which traditionally have been located on waterfront while not needing the waterfront's capabilities. These include housing, most forms of commerce, and utilities.

c. Water quality throughout the riverfront and foreshore must maintain and improve a high standard for wildlife and water contact recreation. Recreation must be environmentally sensitive and compatible to fisheries, wildlife habitat and other uses.

d. Major shoreline and foreshore units for recreation and combined recreation/ conservation purposes are required to effectively sustain substantial wildlife populations and securely maintain environmental and visual qualities.

e. Linear parks and street-end access points have an important but secondary role in preserving and securing recreation values.

f. The recreation mandate requires that new utility Rights-Of-Way, dykes, industrial and port developments actively seek to retain or expand recreation opportunities currently available on lands in which these other uses may in future be introduced.

g. Recreation is the best activity to educate people to protect and conserve environmentally sensitive use of the Fraser.

h. Revitalization and changes to develop waterfront must be given recognition to accommodate recreation values.

APPENDIX B

IMPLEMENTATION TECHNIQUES

The following is a summary of existing legal techniques that could be used to secure public access to the waterfront in the Estuary, along with comments on their particular benefits and drawbacks.

SUBDIVISION

Land Title Act - Section 75 Subsection (1) Clauses (b) and (c)
Access to natural boundary of water (street ends)

(b) where the land subdivided borders
(i) on a body of water, the bed of which is owned by the Crown;
(ii) on the boundary of a strip of land established as the boundary of a water reservoir, and the strip of land and reservoir are owned by the Crown; or
(iii) on a strip of Crown land 20 m or less in width contiguous to a natural boundary as defined in the *Land Act*,
access shall be given by highways 20 m wide to the body of water and to the strips at distances not greater than 200 m between centre lines, or, in a rural area where the parcels into which the land is subdivided all exceed 0.5 ha, at distances not greater than 400 m between centre lines;

(c) where
(i) the land subdivided borders on a body of water, the bed of which is owned by a person other than the Crown; and
(ii) in the case of a lake or pond, where the surface of the body of water at mean annual high water is at least 1.5 ha, and the mean depth at mean annual high water is at least 0.6 m; or
(iii) in the case of a river, creek or watercourse, where the average width at mean annual high water is at least 6 m and the average depth at mean annual high water is at least 0.6 m,
access shall be given by highways 20 m wide to the body of water and to the strips at distances not greater than 200 m between centre lines, or, in a rural area where the parcels into which the land is subdivided all exceed 0.5 ha, at distances not greater than 400 m between centre lines; but subparagraph (ii) does not apply to a reservoir or pond where the bed is owned by a public body other than the Crown and used for the purpose of domestic or industrial water supply;

This may be one of the best tools for getting public access to the waterfront. For example, on Vancouver Island road ends are the only parks in many places. In the case of rivers and streams, road ends are used for private water line routes.

• Benefits - The Land Title Act has a strong level of certainty and acceptance by both private industry and municipal governments. A regulation contained in this Act is normally considered 'gospel'. Clause (a) may require access to a property beyond a private lot, which can be useful where companies own land outside the dike.

• Drawbacks - The Land Title Act is not a flexible tool for achieving policy objectives beyond its original intent, which is access to water courses. It cannot be interpreted beyond past practice, such as using it for dyking requirements.

Land Title Act - Section II6 (Statutory Right of Way)

(1) A statutory right of way plan tendered to the registrar for deposit under section 113 shall, in addition, comply with the following provision:

(a) the area taken from each section, district lot or parcel, as the case may be, shall be shown on the plan;

(b) the boundary lines of each section, district lot or parcel affected by the plan shall be shown according to the original survey, and there shall also be shown a sufficient number of angular and linear measurements to define the limits of the statutory right of way and to show their commection with each section, district lot or parcel through which the statutory right of way passes;

(c) where the statutory right of way is through land which has been subdivided and shown on any deposited plan, the plan shall show distinctly, as to all registered parcels affected by the statutory right of way, the boundaries and designation of each parcel according to the deposited plan, and a sufficient number of angular and linear measure ments to show the location and connection of the statutory right of way with each registered parcel and subdivision affected;

(d) except as provided in section 117, the centre line from which measurements to the limits of the statutory right of way are shown shall be referenced on the ground by iron posts or equally permanent monuments, so placed as to identify the points of deflection from all tangents; and the plan shall show, by angular and linear measurements, the relation of all corners of the land within the statutory right of way plan to those iron posts or monuments;

(e) where transition curves are used on the located centre line of the statutory right of way, they shall be replaced in each case on the plan tendered for deposit by a simple surve tangential to the main tangent and compounded withthe main cure at its junction with the transition curve, and the simple surve shall then be called a terminal;

(f) where the limits of the statutory right of way are governed by a circular curve on the centre line, they shall be circular curves concentric and at the appropriate radial distance from the governing centre line curve;

(g) where the limits of the statutory right of way are governed by a transition curve on the centre line, they shall be formed by a series of straight lines connecting points at the appropriate distances from the centre line, measured along the radii, or radii produced, or along the line bisecting the angle between contiguous chords of the transition curve, as the case may be.

(2) Where there is a statutory right of way through unsurveyed Crown land, it is acceptable to the registrar if a sufficient number of angular and linear measurements are shown on the statuatory right of way plan to define the limits of the land affected by the statutory right of way.

Historically this section has been used for municipal utilities and by Ministry of Highways in locating roads over private property. (The origin of this section is in early British Common Law concerning the right of passage for cattle moving to pasture over another person's property). This section is not commonly used at present for pedestrian access.

• Benefits - This section gives authorization for a municipality, the Province, Regional District or special purpose agency to purchase the right to pass over or under private property. It is also a good instrument to register an agreement made as part of development approvals to permit such things as pedestrian passage.

• Drawbacks - This section is normally used by a municipality to secure utility lines across private property, and does not have a tradition of being used for recreational purposes. Although it may be a legal means, it might prove difficult to utilize in this manner. Another major deficiency is that it is based upon expropriation or diminution of property value and therefore contains an element of compensation. Under this section, the municipality may have to compensate owners for their loss, through such things as money or increased development density. This trade-off may create other problems politically.

Land Title Act - Section 215 (Restrictive Covenants)

(1) A convenant, whether of a negative or positive nature,
    (a) in respect of
        (i) the use of land; or
        (ii) the use of a building on or to be erected on land;
    (b) the land is or is not to be built on;
    (c) that land is not to be subdivided, or if subdivision is permitted by the convenant, is not to be subdivided except in accordance with the covenant; or
    (d) that several parcels of land designated in the covenant and registered under one or more indefeasible titles are not to be sold or transferred separately in favour of the Crown or a Crown corporation or agency or of a municipality or a regional district, in this section referred to as the "convenantee", may be registered as a charge against the title to that land and is enforceable against the covenantor and his successors in title, even if the covenant is not annexed to land owned by the covenantee.

(2) A covenant registrable under subsection (1) may include, as an integral part,
    (a) an indemnity of the covenantee against any matter agreed to by the convenantor and covenantee and provision for the just and equitable apportionment of the obligations under the covenant as between the owners of the land affected; and
    (b) a rent change charging the land affected and payable by the covenantor and his successors in title.

(3) Where an instrument contains a covenant registrable under this section, the covenant is binding onthe covenantee and his successors in title, notwith standing that the instrument or other disposition has not been signed by the covenantee.

(4) No person who enters into a covenant under this section is liable for a breach

of the covenant occurring after he has ceased to be the owner of the land.

(5) A charge registered under subsection (1) may be

(a) modified by the holder of the charge and the owner of the land charged; or

(b) discharged by the holder of the charge by an agreement or instrument in writing the execution of which is proved in accordance with this Act.

(6) The registration of a covenant under subsection (1) is not a determination by the registrar of its enforceablility.

1978-25-215; 1982-60-58, proclaimed effective August 1, 1983.

This can be used to ensure that amenities promised as part of the development approval process (such as trails and rights-of-way) are provided by the developer.

MUNICIPAL ACT

OFFICIAL COMMUNITY PLANS

An Official Community Plan (OCP) outlines exactly what the council of a municipality may permit. The council is not bound to permit what is contained in the plan, but can refuse any development not approved in it. The purpose of an OCP is to provide certainty to the land market so that both developers and residents know what the municipality wants for a particular area. In this document, park plans and acquisition requirements are formally cited. If the municipality has special requirements for a particular area, these are put into the OCP as a Development Permit Area. Development in these areas must be reviewed by Council. (Note that the City of Vancouver operates under its own charter and is not subject to provisions of the Municipal Act.)

- Benefits - The main benefit of citing development goals and objectives in the OCP is that it helps to develop a legal basis of possession by the municipal council, and permits the municipality to take action on a special property through development permits that are mandatory in Development Permit Areas.

- Drawbacks - Official Community Plans are not always referred to in day-to-day work.

MANDATORY DEVELOPMENT PERMITS

Development Permits are authorized under the Official Community Plan section describing special development issues in the selected neighborhood.

- Benefits - Development permits are a means of providing a measure of flexibility in zoning, covering special features that do not fit easily into the zoning regulations. Development permits essentially provide for design review and induce negotiation between the developer and the municipality.

- Drawbacks - In the trade-off resulting from the approval process, municipalities may lose other features in the development that may also be desirable. There is also the danger that political support for the development objectives and philosophy that the permits are based upon may get lost in the trade-off.

ZONING BYLAWS

The traditional tool for land use control in municipal government is the Zoning Bylaw. Considerations addressed by zoning have changed over the years and now include a broad range of issues and depth of examination. An example of effective zoning which could be related to the Fraser River Estuary is the stringent Environmental Impact Statements and Requirements for Rezoning used for shoreline development in the State of California.

- Benefits - Zoning is recognized as a legitimate regulatory power in municipalities, especially if the regulations are not overly onerous. Zoning provides a high degree of certainty that what the municipality requires will be provided. Zoning is flexible, and there are opportunities to provide bonus density or setback relaxations in return for providing amenities identified in the zoning bylaw. (This approach is most successful in high density residential areas, but where open land is of greater value, such as an industrial zone, bonus density may not be an incentive.)

- Drawbacks - Zoning in B.C. is limited to regulating aspects of development permitted by the Municipal Act, Section 963 (I). While this section may appear to be broad, it is more limited than it appears. A long standing test of validity of a zoning regulation is whether it 'regulates' or 'takes'. If a municipality 'takes land for a walkway', it is not a legal tool. If it requires a setback that can be used for a public walkway, it is 'regulating', and is valid. Although this may appear only as a semantic difference, it is a crucial point in zoning.

OTHER SECTIONS

There are a number of other sections in the Municipal Act that could be used to facilitate the Recreation Plan objectives. These range from land use controls and operation (sections 679 - 691), financing through Development Cost Charges (sections 983 - 988) and Local Improvement Districts (sections 649 - 678). Land use controls are contained in sections 943 - 988 of the Municipal Act.

APPENDIX C

ABBREVIATIONS - used in this document

CNR	Canadian Nation Railway
CPR	Canadian Pacific Railway
DFO	Department of Fisheries and Oceans
FREMP	Fraser River Estuary Management Program
FRHC	Fraser River Harbour Commission
GVRD	Greater Vancouver Regional District
GVS & DD	Greater Vancouver Sewage and Drainage District
MOTH	B.C. Ministry of Transportation and Highways
NFHC	North Fraser Harbour Commission

APPENDIX D

STATUS OF RECOMMENDED ACTIONS BY RECREATION UNITS AS OF JULY 1, 1990

COMMITTED	UNDER CONSIDERATION	INACTIVE
UNIT 1 SOUTHLANDS		
-provide mapping and information about FREMP recreation units at Fraser River Park	-provide industrial signing at selected locations such as Pt. Grey booming grounds -complete continuous access from Fraser River Park to Pacific Spirit Park -develop a small waterfront park with public access to the River at westerly point of Deering Island	
UNIT 2 IONA/SEA ISLANDS		
-staging area at Iona Beach Regional Park (IBRP) -promenade atop Iona Jetty	-freshwater pond enhancement at IBRP -complete regional linear park between IBRP and Macdonald Beach Park -develop master plan for Woods Island parksite -establish program of activities for Woods Island parksite that complements IBRP	-establish wildlife managmement area for Sea Island foreshore -develop wildlife viewing sites for Iona/Sea Islands
UNIT 3 STEVESTON		
-interpretive signs at Garry Point -Britannia Waterfront Park -Fishing pier at end of No. 3 Road	-Linear Trail connector Wharf St. to Dyke Road -Commemorative sign at London's Wharf	-wildlife management area designations -wildlife viewing sites
UNIT 4 LADNER		
-designate Brunswick Point -acquire and begin management planning at Ernie Burnett parksite -construction of gatehouse, gift shop and visitor centre at Reifel Bird Sanctuary	-develop user amenities at Brunswick Point (staging area) -develop user amenities and water access at Chrisholm St. parksite -Ferry Road lineal parkway long range planning (amenities and boat launch)	-downtown square environment and water access -planning and funding Ladner Marsh development -4 new water access sites

COMMITTED	UNDER CONSIDERATION	INACTIVE
UNIT 5 TSAWWASSEN		
-develop policy statement re Tsawwassen Terminal Causeway, flanks and foreshore -develop policy statement for access and impact assesment at Tsawwassen Beach -develop policies for cooperative recreation areas in vicinity of Tsawwassen Yacht Club	-develop statement for recreation use of Indian Reserve foreshore -acquire land near Roberts Bank Wildlife Management Area	-plan user amenities along Terminal Causeway -plan and development program for Roberts Bank Wildlife Management Area -initiate development program at Tsawwassen Beach if feasible with multiple access points.
UNIT 6 BOUNDARY BAY		
-improve trails and signs at Boundary Bay Regional Park -designate Boundary Bay Wildlife Management Area	-establish land acquisition plan for Beach Grove Park -develop user amenities at Beach Grove Park -redevelop and expand Centennial Beach in conjunction with Boundary Bay Regional Park -land acquisition for Boundary Bay Regional Park expansion -upgrade existing street and beach access at Beach Grove -planning and upgrading Boundary Bay village street-end access	-visitor centre and signage at Boundary Bay Regional Park/Centennial Beach -develop long-term solution to hunting conflicts at Brant Spit
UNIT 7 CRESCENT BEACH		
-reduce conflicts between historic sites and marina developments -promote private entrepeneurs to develop compatible dyke use on south shore of Nikomekl River -finalize Wildlife Management Area in Serpentine Fen area	-reconstruction of crab fishing pier -restoration of Stewart/Chantrell property -secure public access to dyke at Serpentine Fen -implement site plan at Serpentine Fen -extend existing Crescent Beach seawalk around peninsula	-designation and development of Dunsmuir Park as an archeaological site -possible relocation of Surrey museum -acquisition of upland sites near Nikomekl River
UNIT 8 WHITE ROCK		
-small scale development by White Rock Parks Dept. as approved in Official Community Plan	-commercial activity on special events days -other compatible beach uses to be developed	-Semiahmoo Park development -negotiate with Indian Bank and Surrey -signage along seawalk

COMMITTED	UNDER CONSIDERATION	INACTIVE
UNIT 9 FRASER FORESHORE		
-negotiations with CNR on Destination Park -trail development to street-end parks	-develop street-end parks at Wheaton, Wiggens, Willard and Meadow	-provide interpetive signs at selected locations
UNIT 10 ANNACIS		
-develop plans for Belgrave Ave. Park reserve -develop policy statement for future development of street-ends and existing park reserves -complete acquisition program for lands at western tip of Annacis Island	-develop amenities at 4 points on Audley Canal -develop amenities at Cadet Park -develop street-ends to provide viewpoints or water access -develop additional user amenities at Dow/Delta Fishing Bars -develop new amenities at River View Park reserve -develop trail along River Road East in Richmond -establish funding sources for development of Belgrave Avenue Park -commenced Phase 1 development of Belgrave Avenue Park by end of 1991	-construct trail and boardwalks at Annacis channel Foreshore Park -develop trails and amenities at West Point reserve -develop pedestrian access and amenities at Access Points D and E -acquire Tower Islands and Low-level foreshore areas and plan -overall linkage plan and industrial interpretation -acquire use of Don and Lion Islands for recreation
UNIT 11 NEW WESTMINSTER		
-foreshore area next to Ryall Park will be developed as marine park	-establishment of Discovery Centre -research formation of Eco-Museum	Eco-Museum
UNIT 12 SOUTH WESTMINSTER		
-develop parks where recreation or features are existing along river	-facility development at Brownsville Bar, Plywood Bar, Fraser Surrey Docks, Gunderson Slough -develop linear park along skytrain route in Surrey	-emphasize major corridor all along river for walking and cycling -introduce incentives to stimulate industry-recreation combinations

COMMITTED	UNDER CONSIDERATION	INACTIVE
UNIT 13 COQUITLAM RIVER		
	enhance public access to fishing bar at mouth of Coquitlam River -designation of Coquitlam River Wildlife Management Area -mapping and information about this unit and others in Estuary -trail development between boat launch park and fishing bar at mouth of river	-interpretive signs at selected location
UNIT 14 SURREY BEND		
-identify areas where land acqusition is required to protect/facilitate recreation opportunities	-investigate provisions of trail system for access and opportunities of wildlife viewing and nature interpretation -land use policies for Surrey Bend through Official Community Planning process potential Wildlife Managment Area or Regional Park sites.	
UNIT 15 WIDGEON		
-development of boat launch ramp, parking lot etc. at Grant Narrows Regional Park	-resolve responsibility for road improvements at Grant Narrows Regional Park -finalize and implement Pitt River Wildlife Managment Area Plan -include site in wildlife viewing program	-to develop funding formula for development of Grant Narrows Regional Park
UNIT 16 DERBY REACH		
-complete development of Kanaka Creek Regional Park -complete Old Fort Day Use area at Derby Reach Regional Park -expand Derby Reach including more fishing sites, group facility, picnic shelters etc.	-complete trail from Maple Ridge to Kanaka Creek -establish trail from Fort Langley to Derby Reach Regional Park -complete shoreline acquisition program of Derby Reach Regional Park -promote development of marina in the Bedford Channel at Fort Langley -develop municipal lands in Fort Langley for complementary use to National Historic Park -establish equestrian trail link between Fort Langley and Derby Reach Regional Park	

APPENDIX E

FRASER RIVER ESTUARY MANAGEMENT PROGRAM

RECREATION ACTIVITY WORK GROUP and CONTRIBUTORS TO PROPOSED RECREATION PLAN

	Telephone	Fax
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